

The Hongkong Telegraph.

WEATHER FORECAST
FAIR
Barometer 29.04

(ESTABLISHED 1881.)

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April 25, 1913, Temperature a.m. 78, p.m. 81; Humidity...84, 80.

April 25, 1912, Temperature a.m. 74, p.m. 85, Humidity...75, 75.

9080

晚十二月叁年丑癸

SATURDAY, APRIL 26, 1913.

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TELEGRAMS.

THE BALKAN CRISIS.

ANOTHER AUSTRIAN PLAN.

Router's
[Service to the "Telegraph."]
London, April 25.
It is stated in Vienna that Austria has proposed to the Powers an International military occupation of Antivari and San Giovanni, or, failing this, by Austria and Italy or Austria alone. The proposal is still unanswered.

Why Skutari Fell.

In an official message published in Constantinople it is stated that the fall of Skutari was due to exhaustion of provisions. The Turkish troops retained their arms, guns, and ammunition, and were authorised to embark at San Giovanni.

Montenegro May Yield.

Router's states that, as the result of an informal exchange of views between diplomats in London yesterday, there is reason to believe that Montenegro will accede to the decision of the Powers with reference to Skutari in return for territorial compensation.

Demonstrations Stopped.

Pan-Slavist demonstrations at St. Petersburg in celebration of the entry of the Montenegrins into Skutari were stopped, and the police made many arrests.

The Peace Negotiations.

The Powers, having received favourable replies to their proposed mediation, have now invited the belligerents to negotiate for the preliminary of peace among themselves. This procedure has surprised the Balkan States, who expected the Powers to draw up the terms of peace and submit them to the belligerents.

The Position at Skutari.

Router's correspondent at Cetinje wires that the Montenegrins captured at Skutari 120 guns, but the garrison were allowed to retain their rifles because King Nicholas knew that among them were many Albanians loyal to Montenegro.

The Turkish garrison is withdrawing from Skutari to Tirana, and the evacuation will be complete to-morrow.

Two Montenegrin battalions have moved to Skutari to maintain order. The Crown Prince enters to-morrow and hoists the Montenegrin flag over the citadel.

King Nicholas has sent three steamers with provisions for sufferers to Montenegro.

SHORT SERMON.

The Lord is my shepherd; I shall not want.—Psalms, xxiii, 1.

The verse taken for to-day's text is one of the most widely read and quoted in the entire Bible. The twenty-third Psalm is a veritable rock of faith and hope to those who profess Christianity.

Yet how many of those who read or say it really believe that they shall not want?

And isn't a lack of faith in God's ability and willingness to provide one of the prime causes of many of our wants?

We know from everyday experience that faith is vital to the conduct of material affairs. We know that faith in the honesty of men is the foundation upon which rest all business dealings.

We know that men and women who have not faith in themselves, in their own ability to succeed, do not succeed.

Viewing the matter from another standpoint, we know from actual experience that confidence in others begets confidence; that confidence in self breeds self-sufficiency, so that the individual becomes more and more able to provide materially, mentally and spiritually for self, and through self for others.

TELEGRAMS.

AVIATION DISASTER.

TWO MEN KILLED.

Router's
[Service to the "Telegraph."]
London, April 25.
A message from Berlin states that two airmen were killed on the Aviation Ground at Johannisthal yesterday, including the Russian, M. Abramovitch, who was famous for his flight from Berlin to St. Petersburg in 1912, and who was flying with the Russian Princess Schakowsky.

But do we know as we should know—as David knew—that the Lord is our shepherd and that therefore we shall not want? This is a great deal to know.

It is so much to know that many persons are afraid to test out such knowledge.

They would rather remain faithful to fear, for down through the centuries fear has been mothering men into despair, hopelessness and the darkness of unbelief.

They are not awake to the fact that knowledge—real, proof—of the Good Shepherd's ample provision against want is never hard to obtain.

There is one simple way of getting it in most convincing form.

Take a tomato seed. That is a very small, dead-looking thing. To one unacquainted with the laws of God as set forth in Nature, it would never look like an antidote for even a small want.

Plant this dead-looking seed in a window box.

Watch the green sprout push its way up through the sandy bit of soil.

Watch the young leaves unfold and see the stem lengthen and strengthen.

Here, in silence before your eyes is being wrought a miracle.

Here, without room for any questioning or doubting, is growing in your sight—proof—of some infinite power.

But proof of God's provision for man is yet to come. In a few months there will develop from this slender slip a spreading plant, whose many branches are heavy with luscious, life-sustaining produce.

And every tomato thus borne may be eaten and only one of the thousands of seeds in them saved, but next year this one seed will provide another harvest as great or greater.

So it is throughout Nature's wide realm.

Everywhere is evidence of the Creator's provision against want.

Of course, this plenitude of life-supporting things is not to be had without some effort on man's part.

The child who is brought up rightly in a home must contribute its part toward the household work. So must we children of a Father whose goodness is always evident and near at hand to our part in the fulfilling of His plan.

He has planned that we shall not want.

He has placed within our reach the things we need. If we do not accept the invitation of Nature and work with Nature, we may come to want.

But that will be our fault, not the Father's.

Successful New Guinea Expedition.

The "Malay Mail" hears that the New Guinea expedition, in which Mr. O. B. Kloss has been taking part, has been most successful. It had the good luck to meet with a friendly tribe of little hillmen on the frontal range of mountains and was conducted to the snow covered mountain by a route known only to the tribe.

TELEGRAMS.

WORLD PEACE.

U. S. PRESIDENT'S DESIRE.

Router's
[Service to the "Telegraph."]
London, April 25.
Router's correspondent at Washington states that Mr. Bryan has submitted a plan for a universal peace movement to the Diplomatic Corps. He said the President desired to enter into agreements with nations supplementing the Arbitration Treaties, and leaving no dispute liable to cause war without investigation.

TIBETAN STUDENTS.

London, April 25.
A party of Tibetan students has arrived at Plymouth.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.

—27th April, 5th Sunday, after Easter. Holy Communion (8.15 a.m.)—Matins (11 a.m.) Responses: Ferial. Venite: Hinc. Psalms: Beethoven; Garrett, Troutbeck. Te Deum: Woodward, Smart, Turle; Benedictus: Garrett, Hymns: 169, 362, 217. Evensong (5.45 p.m.) (Full Choir) Responses: Ferial. Psalms: of the 27th evening. Magnificat and Nunc Dimittis: Stanford in B flat. Anthem: "Sing O Heaven." Sullivan. Hymns: 359, 386. Sevenfold Amen.

St. Andrew's Church, Kowloon.—Fifth Sunday after Easter. 27th April, 1913. Matins—Responses, Ferial. Venite: 27th Day; Psalms, as set; Te Deum, Woodward, Smart, Turle; Benedictus, Langdon; Hymns: 163, 390, (2nd tune, last verse in unison) 247. Evensong:—Hymns: 12; Responses, Ferial; Psalms, as set; Magnificat: Barnby; Nunc Dimittis, Felton; Hymns: 359, 293, 363 (2nd tune). Vesper Hymn.

St. Peter's Church, West Point. Sunday, April 27th, 1913. Morning Service 11 a.m. Preacher, Rev. W. W. Rogers. Evening Service and Holy Communion 6.15 p.m. Preacher, Rev. D. B. Reynolds. Gospel Service at Seamen's Institute 8 p.m.

Union Church, Kennedy Road. Sunday, April 27th. Morning Worship, at 11 a.m.; Evening Worship, at 6 p.m. Preacher, Rev. J. Kirk Macdonald. Special Intercession for China.

Christian Science services, MacDonnell Road, Sunday, 11.15 a.m.; Wednesday, 5.30 p.m.

Garrison Divine Service.—Church of England Victoria Cathedral 9.15 a.m. Chaplain.

Church of England Detention Barrack Detention Barrack. 12 noon Chaplain, R.N. Church of England Stonecutters Barracks, Under Orders. Senior Officer.

Church of England Military Hospital Bowen Road 6 p.m. Chaplain.

Church of England Lyman Barracks, Under Orders. Senior Officer.

Church of England Kowloon St. Andrew's Church 10 a.m., Offg. Clergyman. Church of England Mount Austin Barracks, 10.45 a.m., Chaplain. Baptist Victoria, Union Church 10 a.m., Offg. Clergyman. Congregationalist Victoria Union Church, 10 a.m., Offg. Clergyman. Presbyterian Victoria, Union Church, 10 a.m., Offg. Clergyman. Wesleyan Victoria Wesleyan Church, 10.15 a.m., Offg. Clergyman. Wesleyan Mount Austin, Mount Austin, 9 a.m., Offg. Clergyman. Roman Catholic Victoria, St. Joseph's Church, 10 a.m., Offg. Clergyman. Roman Catholic Kowloon, Rosary Church, 9 a.m., Offg. Clergyman.

TELEGRAMS.

THE BELGIAN STRIKE.

ALMOST ENDED.

Router's
[Service to the "Telegraph."]
London, April, 25.
Router's correspondent at Brussels wires that resumption of work among the strikers is almost general. The docks at Antwerp are in full swing.

BANKRUPTCY COURT.

A Sad Story Told in Court by a Debtor.

This morning the Chief Justice Sir William Rees Davies, K.C., sat in Bankruptcy Jurisdiction and dealt with the following cases.

In the case of Choy Sze Chong an application was made for the debtor's discharge.

The Official Receiver, Mr. R.H. Nisbet, said that the debtor was absent. He came up for public examination and applied for his discharge, but from the facts disclosed at the hearing His Lordship directed that the debtor should be arrested. This was done and he was allowed out on bail of \$2,500. Later he was given notice to appear by Mr. Gardiner, but the debtor took no notice.

Mr. Gardiner said he had received a letter from the defendant in Canton. The bail was ordered to be returned.

In the case of Chan Yat Ho, Mr. Gardiner said that he appeared for the petitioning creditor. The debt due to the creditor was \$300 and of assets there was the sum of \$400 in Court. The total liabilities were \$1,700 and the act of bankruptcy was the fact that an execution had been levied on the debtor.

An order of adjudication was made.

In the case of Li Yi trading as the Wing Lee, the petition was withdrawn by Mr. Leo D'Almeida Castro as the debtor had come to a satisfactory arrangement with his creditors.

In the case of Sz' Wo, Mr. Dennis, Jun., of Messrs. Dennis and Bowley, appearing for the petitioning creditor, said the debtor had absconded to Canton. The liabilities were about \$6,000 and the assets about \$1,000 in the hands of the official Receiver.

The Official Receiver having no objection an order was made.

In the case of Li Shing In and others trading as the Wing Fuk Cheung, Mr. Goldring said that this was a petition brought against the firm and three partners therein. He asked His Lordship that he would make an order against the firm and direct that an issue of partnership be tried.

Mr. Crews, of Messrs. Hastings and Hastings, appearing for one of the partners, agreed upon this course being adopted.

The Official Receiver said, however, that he now had money in hand to take up an action and in the result an order against the firm was made.

Po Kee, alias L. F. Cooke, came up for his public examination.

In answer to the Official Receiver, the debtor said that he had been carrying on the business of a coal dealer for about fourteen years at Pottinger Street. His liabilities amounted to \$11,000. He attributed his failure to his guaranteeing a loan of \$5,000 for the ex-compradore of the Hongkong and Shanghai Banking Corporation. The remainder of his debts were due to failure in business.

TELEGRAMS.

THE WAR OFFICE.

FRICTION DENIED.

Router's
[Service to the "Telegraph."]
London, April 25.
General Sir John French, in a speech in London, denied a report that there was friction at the War Office and that he had threatened to resign.

The public examination was concluded.

Lam Kong Ting, trading as the "China News," in public examination, said that his liabilities amounted to \$7,000 and his failure was due mainly to the fact that about \$4,000 subscriptions in Singapore and places other than in Hongkong to his paper were never paid. He was at present unemployed. The rest of the liabilities were for machinery and ink.

In answer to his Lordship, the debtor said that it was the Chinese custom to supply papers for a year and people would pay their subscriptions at the Chinese New Year.

His Lordship advised him if he went into newspaper work again to make sure and obtain at least a deposit before he supplied newspapers for a year.

The examination was closed.

A sad tale was told by M. S. Hartman who also came up for examination.

He told his Lordship that he was earning \$135 per month and that the liabilities were \$1,697. He attributed his losses to the fact that his child was kidnapped and he had spent large sums of money trying to get her back, without avail and to the fact that his wife had been in bad health and to other misfortunes. He had also three children to support.

The money was owed mostly to Money Loan Associations and he had agreed to pay them at the rate of \$40 per month.

His Lordship, remarking "I would rather their profits diminish than your wife and children should starve," reduced the instalments to \$30 per month and closed the public examination.

E. de Roza, who applied for his discharge, said that he had paid off seventy five per cent of his liabilities. An immediate discharge was granted.

Kwak Wing Sin of the Ki Shang boarding house said he had been in business for fourteen years and now had liabilities of \$18,000. He attributed his position to the fact that he went security for his brother's house in Canton. When that was burnt down he had had to pay up \$10,000.

The Official Receiver said that this was a case of misfortune, and the public examination was closed.

LICENSING BOARD MEETING.

A meeting of the Licensing Board is to be held in the Council Chamber at 2.15 p.m. on Wednesday, the 7th day of May, 1913, for the purpose of considering the following application under the Liquors Consolidation Ordinance, 1911:—

From one Au Ka Poo for an adjacent license to sell by retail intoxicating liquors on premises Nos. 104 and 105, Connaught Road Central; 1st 2nd and 3rd floors of No. 106, Connaught Road Central; 3rd floors of Nos. 107 and 108, Connaught Road Central; and 2nd and 3rd floors of No. 207, Des Voeux Road Central, under the sign of "Hotel China."

NEWS FOR BUSY MEN

TELEGRAMS.

THE NEWS CONDENSED.

A number of Tibetan students have arrived at Plymouth.

Pan-Slavist demonstrations over the fall of Skutari have been stopped in St. Petersburg.

Mr. Bryan has submitted to the Diplomatic Body a plan for a universal peace movement.

King Nicholas has despatched to Skutari three steamers with provisions for the sufferers.

Sir John Jordan's time has been extended two years from the date of his return from leave.

General Sir John French has denied that there is friction at the War Office, or that he threatened to resign.

The Crown Prince of Montenegro was to enter Skutari to-day and hoist the Montenegrin flag over the citadel.

There has been an almost general resumption of work in Belgium, and the docks at Antwerp are in full swing.

The Powers have invited the belligerents in the Balkan War to negotiate the peace preliminaries among themselves.

Two airmen were killed on the aviation ground at Johannisthal, including the famous Russian aviator Abramovitch.

Members of the Kuomintang Party have been appointed Speaker and Vice Speaker respectively of the Chinese Senate.

A sensational plot regarding Mr. Sung's murder points to several high officials, including President Yuan, being implicated.

It is believed that Montenegro will accept the decision of the Powers regarding Skutari, in return for territorial compensation.

LOCAL.

Messrs Wright and Hornby's weekly share report appears in this issue.

This morning the Chief Justice, Sir W. Rees Davies, sat in Bankruptcy Jurisdiction.

Hongkong's revenue during February was \$505,261.85, and the expenditure \$459,699.36.

A Chinese was charged at the Police Court this morning with removing dead bodies without a permit.

"Hongkong Twenty Five Years Ago," under the heading 1888, appears on another page of this issue.

Mr. O. McI. Messer has been appointed Captain Superintendent of Police in place of Mr. F. J. Badeley, retired.

An interesting paper was delivered at the Institute of Shipbuilders and Engineers last night on the Diesel engine.

The twenty-fourth ordinary annual meeting of the shareholders of the Green Island Cement Co. Ltd., was held to-day.

Alleged Armed Robbery.

Two Chinese were brought before Mr. O. D. Melbourne, at the Police Court, this morning, charged with being concerned in an armed robbery, which took place at Lower Lascar Row. Sergeant Lloyd asked for a remand which was granted until May 1; bail in \$1,000 each being allowed.

IS IT PLAGUE?

Alleged Removal of Bodies without permit.

A Chinese was charged before Mr. F. A. Hazeland, at the Police Court, this morning, with removing two dead bodies on different occasions, from 113, Shaukiwan, without a removal permit.

Inspector Cameron said the bodies were of a shopkeeper and his wife, one of whom died on the 21st inst and the other on the 24th inst.

A seaman on board deposed to being engaged by the defendant to carry the bodies away in his boat. He was told to row to the big rock cove by and when he got there he anchored. He told the defendant that if he did not get a permit and anyone came to him (the witness) he would go round to the defendant's shop and ask the defendant to explain the matter. Later in his evidence witness contradicted himself.

His Worship said that on the evidence before him, he was not prepared to convict the defendant because the witness first said the defendant made the agreement as regards removing the body and then changed round.

Mr. Tratman (Chief of Sanitary Department):—In the case of the woman I ask to amend the charge to one of failing to report death, and in the case of the man, who died on the boat, I wish to charge him (the defendant) under the Public Health and Buildings Ordinance, the notification of infectious disease; in which it is laid down that the occupier or keeper of such premises, or part of such premises, has to report it; or any person having knowledge must report it.

His Worship:—He would be the only person who would be able.

Mr. Tratman:—Yes, the other has absconded.

Inspector Cameron:—He is at Canton.

His Worship:—But the section is for actual removal.

Mr. Tratman:—Procuring a removal.

His Worship:—The evidence is so unsatisfactory.

Mr. Tratman:—Are you not satisfied the defendant was present at the negotiations?

His Worship:—The offence is removal.

Mr. Tratman:—Procuring a removal.

His Worship:—Does the section say procuring a removal? I do not think the evidence goes further than that this man saw the money paid over, which is simply knowledge and this is not an offence, because as an offence it has fallen into disuse. He changes his evidence altogether now and says the other man came down to the wharf. The fact that it was found in his boat would be sufficient to throw the onus on him (the witness). I think you had better charge him with failing to report. You must satisfy me as to the identity of the body by the constable.

Inspector Cameron:—It was taken by a sanitary coffin.

His Worship:—He must identify the body in the presence of the doctor, like in an ordinary murder case. You propose to add a further charge?

Inspector Cameron:—Yes.

Mr. Tratman:—We don't know yet that it is plague.

His Worship:—Well assuming it is plague, when will you know? I had better remand him in police custody and let his statements be taken.

The case was remanded until Monday.

DON'T FORGET.

TO-DAY.

Bijou 9.15 p.m.
Victoria Theatre 9.15 p.m.
Northumberland and Durham Dinners Hongkong Hotel, Old Allynian Dinner, Hongkong Hotel.—8 p.m.

TO-MORROW.

Bijou 9.15 p.m.
Victoria Theatre 9.15 p.m.
Monday April 28.
Land Sale, P. W. D.

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Hongkong, 1st Feb. 1912. [189]

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OUR CONTEMPORARIES.

South China Morning Post.

A Thorny Question.

Merchants go to the wall for lack of the necessary advances for legitimate business and a hundred and one other contingencies must be faced which only the strongest and best formed are able to combat. The remedy, where to seek it and how to apply it, is being closely studied by experts, but a solution has yet to be found. Were China's interests alone affected by a standard currency, the problem would be easy, but many other interests are concerned. The adoption of a gold standard by China would enable China, a country of incalculable resources and inhabited by an industrious people, to mercilessly compete on their own ground with Japan and the gold using countries of the West. Cheap and plentiful labour would enable China to control the market, and therein lies the difficulty which the experts have to avoid in arriving at an adjustment of the present anomaly. The path is beset with thorns.

China Mail.

Bullets as Angels of Mercy.

To cause the bullet that maims or kills to administer an automatic antidote to the pain that it inflicts, is the ingenious idea of a Pittsburgh man. Mercy, however, is not his only, or, indeed, his chief aim. By causing the steel-clad messengers of death to narcotize their victims he hopes to put burglars to sleep when they might otherwise get away; cause wounded big game to abandon the idea of smashing their persecutors just before giving up the ghost, and do other things that will give his device commercial value as well as mere sentimental worth. We learn from an article contributed to The Technical World Magazine (Chicago) that the inventor hopes to have the United States Government adopt the bullet for army use. He is trying to get the Society for the Prevention of Cruelty to Animals to recognize its merits, and then induce sportsmen to adopt it. Later he will give the police chiefs of the country a few boxes to experiment with.

Daily Press.

China and Christianity.

When we consider that Roman Catholic missionaries have been working in China since the thirteenth century and the Protestant missionaries for more than one century; when, moreover, we see that there are over 7,000 foreign missionaries, men and women, and over 13,000 Chinese workers engaged in the field, the total result, it must be confessed, is disappointingly small. The persecution to which Christian converts have been subjected in China down to very recent years doubtless explains to a great extent this meagre success; but now that we have a Government in Peking constantly showing its sympathy with Christian propaganda, promising to guarantee in the Constitution full religious liberty and the removal of all distinctions between Christian and non-Christian, and, above all, officially appealing to the Christian communities throughout the land to appoint a "Day of Prayer" for the National Assembly now in session, for the newly established Government, for the President yet to be elected, for the Constitution of the Republic, that the Chinese Government may be recognized by the Powers, that peace may reign within the country, that strong virtuous men may be elected to office, and that the Government may be established upon a strong foundation—"when we take note of all this, we recognize that, to say the least, there is contained in all this a rich promise of future progress which may well gratify the religious leaders of Christendom.

Aged Dean.

The Dean of Llandaff (Dr. Davey), aged 86, has resigned.

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Theosophy, by Rudolf Steiner \$2.75
A Wayfarer in China, by Elizabeth Kendall \$8.40
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SHORT STORY.

DIARY OF A POLICEMAN

BY

ALFRED HENRY LEWIS

(Continued from last Saturday.)

As I was dragging my captive up the steps—bleeding at every pore, he was, like Marco Bozzaris in the poem—two of my fellow dicks came along. They knew my man; he was one of their stool-pigeons. They begged me to throw him loose.

It was right there I made a mistake; I ought to have booked him—the more, since I'd so exhaustively beaten him up. But I was young and green, and to please my two detective friends I let the crook go.

That was about six o'clock in the evening. The next morning I picked up a paper, and there, in big black type, was the head: **Brutal Assault by a Central Office Man.**

It held my interest in amoment. "Who's going to get it now?" I wondered.

You can guess how I felt when I learned in the first line that I myself was the "brutal Central Office man," and that it was my Brooklyn Bridge "gon" who had been "brutally assaulted." The awful fact was, I had pounded up my crook right under the eyes of what reporters had been detailed by their editors at Headquarters. They had an office just across from the Mulberry Street station, and while I was battering my poke-getter to a point which I figured would make me popular with my gallant chief, there were those newspaper young men, their eager noses pressed flat against the panes, taking it all in. As I read on through the tale of "Central Office brutality," and found myself paraded as the star performer, to say that I sweat blood would but faintly describe how I felt.

When I reached the Central Office, there, glaring like a wronged pauper, stood my gallant chief. He, too, had been reading the morning papers. Shaking a copy of one of them in my frightened face, he shouted: "What are you trying to do? Put me in a hole? That party you pounded 'll be here at two o'clock this afternoon to identify you, and if he picks you out I'm going to send you on to Sing Sing."

That was a swell lookout for a hard-working officer who had been trying to do his duty as he had heard it expounded by his gallant chief!

Some quick moves had to be made, and I made 'em. The crook I'd punched had been taken in tow by one particular paper, which was trying to make a big story of the business. Its crack reporter had been told off to heel and handle him. When the reporters came at me, I kept a stiff upper lip.

"There's nothing in it," I says. "If he says I bent him up, he's nutty, that's all."

Then I sent out, through the two dicks whose stool-pigeon he was and who I turned him loose for, and I got hold of my crook inside of an hour. I asked him how much the newspaper was giving him to identify me.

"A hundred dollars," says my bold pickpurse.

"I'll give you five hundred," I said, "to fall down with the identification."

His face lighted up, even through the several yards of bandages. He said he'd take it. I told him where to be at half past one o'clock to get his money. I put the hour as late as I could, for two reasons. I must have time to dig up the five hundred dollars, for one matter; and, also, I wanted him to surely have it on him when he showed up at the stationhouse.

It was all arranged. Leaving my thief, I dusted off to my faithful old policy friend and, without going into details, I got five hundred dollars. At one-thirty prompt I paid it over to my crook—head still wrapped in bandages until he looked like some turbaned Turk.

At two o'clock I was at the Central Office. The crook, with

a cloud of newspaper men, blew in. My gallant chief stood me up between two of his henchmen, and, pointing with his finger straight at me, demanded: "Is that the man?"

To the astonishment of everybody except myself, my crook shook his head.

"It ain't the guy," he said. "It was a taller party; and he had a moustache, too."

There was blank amazement among the newspaper gang. The one who had come there for the paper which was out to get my number looked uncommonly blue.

Taking advantage of the situation, my crook, the moment he had cleared me, sneaked out. I had my eye on him, and was out a back door on the instant. As my crook went skulking south on Mulberry Street, I headed him off. I stepped into a stairway.

"Come in here," I said; "I want to thank you for letting up on me."

He was weak-minded enough to come. The moment he stepped inside the stairway, I smashed him with my blackjack. Down he went, too dead, apparently, to skin. In a flash I'd gone through his jeans and retrieved my five hundred dollars. In another flash I was back in the stationhouse, looking as though I'd never been out of it.

Ten minutes went by, and I was talking pleasantly and, I think, convincingly with the newspaper fleet, when in staggered my crook, blood from head to foot, and full of new complaints. He undertook to tell how I had basely whacked him in the stairway; but I interrupted him in mid-swing.

"There, you see, gentlemen," I cried, addressing the newspaper people. "It's just as I said. This man's crazy, literally insane! I haven't been outside the station, as some of you know, and here's this liar again with fresh yarns about being slaughtered. It's too bad! In the face of this sort of thing, I ask you, what's an honest officer to do?"

This time I had my audience with me. Perceiving which, my glorious chief, his confidence restored, fired the complaining crook out of the room with his own high and mighty hand.

As I was loyally returning the borrowed five hundred dollars to my policy friend, I found that during the brief space it had been in the fruitful possession of the crook it had pleasantly grown. I was thirty-five dollars richer as the upshot of that adventure.

But thirty-five dollars was a poor reward to me for that day's work. My gallant chief, it would seem, was not wholly pleased. He called me in on the carpet, and took a squint at me out of the corner of his eye.

"You're some wise guy," he said, when he got the door shut. "Why, Inspector?" I started. "Nothin' 'doin'," he said. "You're too good for me. You take your work too seriously."

"I only—" I began. "Not a word," he interjected, raising a repressive palm. "You're lucky to be out of jail. I wouldn't talk if I was you; I'd thank heaven on all fours that I was still at large."

With that, he turns me out of headquarters for good. For that little business of masking up the crook, a strategy that was to win me immortal glory from my gallant chief, he sent me back again on the sidewalk as a patrolman.

For the next twelve weeks I was shifted from one station-house to another, all over the West Side, until I had seen the inside of four of them.

Was I sore? I should say not! My few weeks at the Central Office in plain clothes had taught me to hate a uniform and loathe a patrol duty. I was ashamed—disgraced; and I made up my mind at the go-off I would do just as little patrol duty as I could. It is always that way with a disgraced officer. It would be a good

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thing if the powers that be could
learn it. If you've got to reduce
a man, don't do it. Dismiss him!
This reduced officer is never any
good.

But that wasn't the worst with
me. I was sore clear down to the
bone; and I began talking about
my glorious inspector of detec-
tives. And there's where I made
my mistake. I had broken a
capital part of the copper's
ancient confession of faith:

See, hear; say nothing.
Eat, drink; pay nothing.

But I didn't care. I talked,
and of course it went straight
back to the inspector. And then
they started after me. The word
came down from Headquarters to
get me, and right off they started
setting traps to 'job' (trap) me.

One night I was detailed to a
beat on Thirty-third Street.
Before I left, the captain of my
precinct tipped me the kindly
wink that needn't bother about
doing that tour. Taking him at
his word, I went to the theatre.
Then what does my friend the
captain do but plant one of his
sergeant and two plain-clothes
men on that Thirty-third Street
beat for four mortal hours! The
next day I was handed charges
for being "off post." When I
sought sympathy from the captain
who had tipped me the wink, he
cast me from him; and one in whom
dwelt neither moral worth nor
truth.

They thought that ended me
sure, that time; but I was play-
ing in luck. It happened that
the deputy commissioner who
tried me was all right. He had
been brought over from Brooklyn.
He was a guileless, boyish, pin-
feather kind of potentate, and in no
wise privy to the plot to break
me and take my shield away, and
after the sergeant and those plain-
clothes men's accounts had testified,
he "bent-faced" on me.

"What have you to say,
officer?" he cried.
The sergeant and his plain-
clothes aides regarded me
curiously. They had no notion
of what my defence would be;
for I'd kept myself as mum as
any clam.

"Why, sir," I returned, "these
men tell the truth, doubtless.
The trouble was that I misunder-
stood the detail. I thought the
lieutenant said 'Twenty-third
Street,' when it seems he said
'Thirty-third.' I was on post in
Twenty-third Street all the time.
Call Officer Fott; he'll bear out
what I say."

Fett had had the south side of
Twenty-third Street that night.
Also, he was one of my West Side
boyhood friends. At the word,
he stood grimly forth to back up
my tale. The guileless young pin-
feather commissioner, however,
saved him from that prejury. So
convinced was he by my explana-
tion that he said: "I shall accept
the officer's word. One might
easily mistake Twenty-third for
Thirty-third. Discharged!"
(To be Continued on Monday.)

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His & An's By H. Marriott Watson.

White Motley By Max Pemberton.

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Velled Women

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The Golden Woman By Ridgwell Cullum.

Her Secret Life By Robert MacKray.

The Celebrity's Daughter By Violet Hunt.

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The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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Acknowledgement.

Mr. John Howell May and family beg to return thanks for the many kind expressions of sympathy and the floral tributes sent them in their sad bereavement.

The Hongkong Telegraph.

HONGKONG, SATURDAY, APRIL 26, 1913.

DR. SUN AND MONGOLIA.

Of all the many pronouncements which Sun Yat-sen has been pleased to make on the past and present doings, and the future possibilities, of his country, none will occasion more general mirth than one (or, rather a series) that he has been offering in a recent issue of the "Oriental Review." "What we ought to do is to drive Russia out of Mongolia, even at the cost of a desperate war," is one gem; and here is another: "One year's fighting may not perhaps decide the issue, but, in two years' time, we shall have mobilised two million troops, and have driven Russia out of Mongolia." Does Dr. Sun really believe all this? It is regrettable in the extreme that a man who, whatever may be said to the contrary, still has a vast amount of influence over the Chinese, should so far have forgotten his responsibilities and the interests of his compatriots as to make statements such as these. If we are to judge from the Northern and native papers, and from what Hongkong Chinese have emphatically told us, there are many thousands to whom Sun Yat-sen's every utterance is yet gospel; and so we may take it that his latest assertions and recommendations will be spread broadcast by these; whereupon China's last state may become worse than its first.

What can be the man's object be? With his education and his knowledge of European affairs, he cannot possibly suppose that the Chinese would stand any more chance, in a war against Russia, than a kitten would stand against a giant. Were an entirely ignorant Chinese to argue that if Japan could, for the time being, crush Russia at sea, a country like China, so much stronger in numbers, could do the same on land, there would be reasonable excuse for him; and we could only say, let China try. But what Dr. Sun—with all his European knowledge, and in face of his oft preached sermons on the beauties of peace—is proposing, is that an army half an hour old, that knows the conditions governing modern warfare mainly from the prints in the illustrated papers, should give battle to a nation that can send into the field more soldiers than any Power in Europe, and that is crying out for a chance to annex further territory in the Far East. We wonder if this new Peter the Hermit has read a history of the Crimean War, or if he has any conception of what a single regiment of Cossacks can do.

One more point in the Doctor's articles. Listen. "Take the case of the Transvaal. The Boers were able to put into the field from fifty to sixty thousand troops, out of a population of five hundred thousand, and fought Great Britain gallantly for three years. Now, as compared with what the Boers did, my plan is easy." To write down such a contention, with, apparently, the full knowledge that certain vernacular papers will re-print it and give it to thousands of foolishly sanguine persons to meditate on—and perhaps to seek to act upon—is one of two things: either stark madness, or brutal wickedness. The man who penned it must surely know that, of the Boer army there were not five per cent. of men who had not been expert horsemen and marksmen from childhood; that half the nations of Europe were, either openly or in secret, financing the Boers—whose individual courage surpassed anything that the individual Chinese is even capable of conceiving of. More important still, why does the learned Doctor suppress the fact that the Boer War was prolonged because Britain erred on a side whereon Russia is never likely to err: that of mercy? Britain was spending large sums, and devoting big numbers of men, to the protection of the enemy's women and children, and was sending to Ceylon and to St. Helena, for a pleasant holiday, (and at a ruinous cost), men whom Russia would slaughter without mercy or would transfer to the salubrious environment of the Siberian mines. But Dr. Sun is not serious; he can't be. Then, in the name of all the Saints, what is he driving at?

Practising the Firm's Signature.

There is a good deal of matter that should be interesting to local business men in the case reported in our Extra of last night, wherein Mr. Justice Kemp dismissed an office coolie's claim for damages on account of wrongful arrest. On this particular case we have no comment to offer; indeed it stands in need of none; but it reminds us that the assiduity displayed by the average office boy or house boy in acquiring the art of European penmanship is not always a healthy sign. An English child learning to write, not uncommonly has some such useful maxim as "Knowledge is power," or "Be thou familiar but by no means vulgar" placed before him in excellent copper plate, and this his inky little fingers seek to imitate to the best of their ability. But we have noticed that, with certain Chinese office boys, the taipan's signature seems to suggest itself as a far more profitable model. Of course there may be no harm in it. Still, we don't forget that we once had a house boy who could write checks for tens of cigarettes so successfully that we were requested to pay for the same.

Football in Germany.

It is interesting to read that in Germany much significance is attached to the fact that a record crowd of from 15,000 to 20,000 attended an Anglo-German football match in Berlin on Good Friday. Never before, so it is stated, has it been necessary in the history of the game in Germany for the police to close the gates in order to avoid overcrowding. It will take many years, of course, before the game attains the popularity in Germany that it has in the British Isles, but it is none the less true that wonderful strides have been made in recent years, both from a playing standpoint and so far as public interest is concerned. Here it must be stated that the leading British teams have done valuable pioneer work by their periodical visits to the Continent at the conclusion of every season, stimulating public zeal and raising the standard of play all round. The popularity of the game in Germany is causing the Olympic authorities to make big preparations regarding this particular sport at the forthcoming Games of 1916 in order to arouse still further enthusiasm. All sportsmen wish the new movement good luck.

LICENSING BOARD
ELECTION

The Gazette notifies that by command of His Excellency the Governor, and pursuant to section 10 of the Liquors Consolidation Ordinance, 1911, an election by the Justice of the Peace of a Justice of the Peace to serve on the Licensing Board for about seven and a half months during the absence of Mr. Alexander Mackenzie will take place at the Magistracy on Friday, the 16th day of May, 1913, commencing at 4 o'clock in the afternoon. The only persons entitled to vote at the election are the Justices of the Peace.

Voting will commence at 4 p.m. and continue until 8 p.m., when the ballot-box will be closed.

HONGKONG FINANCES.

The financial statement issued by the Hongkong Treasury for February, 1913, shows that the revenue during the month was \$565,261.85 and the expenditure \$459,699.36. At the end of the month there was a balance of \$3,198,700.21, as against \$3,093,137.72 at the end of January. The total assets were \$5,930,470.80 and the liabilities \$2,731,770.59.

Plague Cases.

Two more cases of plague are reported; one from Shaikwan and the other from Kennedy town. These bring the total number of cases to 36.

Removed to Hospital.

A boy who was injured, whilst hammering some bolts into a cargo boat, owing to the concussion of some explosive, at Wan-chai, has been removed to the hospital.

DAY BY DAY.

This simplest man is usually the man who knows most.

The Mails.

English Mail of March 29.—Delivered in London on the 25th inst.

English Mail.—Despatched per s.s. Devantra at 1 p.m. to-day.

Canadian Mail.—Closes per s.s. Empress of Japan at 5 p.m. to-day.

Siberian Mail.—Closes per s.s. Empress of Japan at 5 p.m. to-day.

Bramble Arrives.
H.M.S. Bramble arrived in the Harbour yesterday.

Y.M.C.A. Lecture.
Mr. Geo. W. Sewell will deliver a paper on Thackeray's "Book of Snobs" on Monday evening at Y.M.C.A.

Departed.
Among the passengers who left by the Devantra to-day were Lieut. E. B. Lewis, Lieut. G. M. Welman, and Capt. R. J. Clarke.

Left for Home.
Mr. and Mrs. E. B. Cubey left for Home to-day by the Devantra. Mr. Cubey has, during the past few years, been prominently identified with Union Church and European Y.M.C.A. affairs.

In Charge of Observatory.
The Gazette notifies that, during the absence from the Colony of Mr. Thomas Folkes Claxton, Mr. Charles William Jeffries will be in charge of the Royal Observatory, Hongkong.

Confirmation at Kowloon City.
The Bishop of Victoria is to hold a confirmation at Kowloon old city to-morrow (Sunday) morning, in the Church of the Rev. Matthew Tong who is doing an excellent work.

The Full Court.
It is notified in the Gazette, for general information that the Full Court of Hongkong, as constituted by the Full Court Ordinances, 1912, will hold its next sittings on Monday, the 6th day of June, 1913, at 10.30 a.m.

St. John's Cathedral.
The Preachers at St. John's Cathedral are (morning) the Rev. N. C. Pops, Chaplain of St. Andrew's Kowloon (evening) The Ven. Archdeacon Barnett. The latter will refer to China's appeal to the Christian Church.

Board of Agriculture Order.
It is notified in the Gazette that an Order has been made by the Board of Agriculture and Fisheries further postponing until the 1st of July next the operation of Chapter I of the "Horses (Importation and Transit) Order, 1912."

Day of Prayer.
To-morrow is to be observed in all the Churches as a Day of prayer for China in response to the appeal of the Chinese Government at Peking. At St. John's Cathedral at 3 p.m. an united service of intercession will be conducted in Chinese by Chinese Pastors.

On Holiday.
By the P. and O. steamer "Devantra," Mr. B. Eustace, of Messrs Lane Crawford and Company, left for Home to-day on leave. Mr. Eustace, who has been with the firm for eleven years, has gone to Bridlington, and proposes to return in six months' time.

Societies Exempted.
It is notified that the Man Chow and the Sangkee Club have been exempted by the Governor-in-Council from registration under the Societies Ordinance, 1911, and the names of the societies are added to the List of Exempted Societies, under the heading "Social (Chinese)."

Ordinance Approved.
His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—

—An Ordinance to amend the law relating to Dangerous Goods. Ordinance No. 1 of 1913, entitled—An Ordinance to amend the Summary Offences Ordinance, 1845.

Land Sales.

At the P. W. D. Offices on May 13th, there is to be offered for sale inland Lot No. 1909, to the north of and adjoining Lot No. 1911, Leighton Hill. The area is about 17,570 square feet and upset price \$1,757. On the same day inland Lot 1370, Shaikwan Road, having an area of about 3,150 square feet, will be sold, the upset price being \$1,200.

1888.

HONGKONG TWENTY FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the Week Ending April 26, 1888.)

A "Little Game" at Causeway Bay.

The following is from a "Telegraph" leader of April 20, 1888:—"The Honourable the Surveyor General should be interviewed, or rather interrogated in the Legislative Council, as to the meaning of his little game at Causeway Bay. Mr. Price undertook this reclamation scheme which was forced on the community by Mr. Bulkeley Johnson, aided by the supineness or stupidity, or Heaven knows what, of feeble-minded Mr. Administrator Marsh—with a light heart, some six years ago; it was to be completed, with a flourishing town-ship erected on the site of the dismal swamp in a very short period of time. The swamp is still there and it extends, at low water, about two hundred yards in front of the greatly vaunted reclamation; but there are no signs of the township nor of the eighty thousand shakels of silver which the far-seeing Surveyor General told the Legislative Council would be forthcoming from rent and taxes of houses that have yet to be built, to pay the whole cost of the reclamation. With all due humility, we would venture to suggest to the unofficial members of the Legislative Council that the Surveyor General's reclamation scheme is exactly what we predicted it would be at the time it was forced through the Council—a gigantic piece of bounce and humbug. The Surveyor General has told us that there is every reason to believe the Taitam water supply will be ready next November; from such a master of sophistry this promise may mean anything or nothing, but we must confess to feeling sceptical on the point."

[The Reclamation referred to is evidently the Polo Ground which, to-day, has no resemblance to a swamp, and is an improvement which has been much appreciated and has rid that section of the town of an unhealthy swamp.]

Steamer on the Rocks.

The steamer Ashington from Saigon, while entering this port at 12.15 this morning (April 21), ran ashore in the Sulphur Channel, and at present remains fixed on the rocks in the vicinity of the place where the telegraph cable from Green Islands lands on Hongkong. The disaster was said to be due to thick weather. We are informed by the owners, Messrs. Siemens and Co. that boats and lighters have been despatched for the salvage of the cargo. A later report says that the Ashington was got off the rocks at 1.30 p.m.

Tag of War Competition.
The St. Joseph's College and other schools' tag of war competition came off on the Parade Ground on the same date, resulting in a victory for St. Joseph's. There was a numerous attendance.

Good News.
"Four householders, living in Queen's Road and other streets, were to-day (April 23) fined by Mr. Woodhouse in sums of from one to two dollars, for hanging out their artistic garments from front windows and verandahs instead of at the back of the mansions or in some other place where the watery drippings will not interfere with the comfort of those pedestrians who may object to that kind of rain."

Chinese Immigration to the Straits.

"The tide of Chinese immigration to the Straits Settlements continues unbroken. On fewer than 168,000 newcomers arrived at Singapore last year, of whom 101,000 remained in the Settlements."

Cargo-boat Strike Continued.

"The only item of information to-day (April 23) regarding the cargo-boat strike is that the masters of the boats view the situation with uneasiness and feel like giving in, particularly since they see that shippers have not been very much incommoded by their holding aloof. The business of the pawn-shops in Yaumati is said to be very brisk just now, owing to there being no such fund-raising institution in Sam-Sui-Po."

CAPTAIN BADELEY RETIRES.

Mr. C. Mc. I. Messer Appointed in His Place.

It is notified in the Gazette that His Excellency the Governor, under instructions from the Secretary of State for the Colonies, has been pleased provisionally to appoint the Honourable Mr. Charles Mollvaine Messer to be Captain Superintendent of Police, Superintendent of Victoria Gaol, and Superintendent of Fire Brigade, with effect from this date, in place of Mr. Francis Joseph Badeley retired.

The new Captain Superintendent of Police has been acting in that capacity since Mr. Badeley left the Colony some few months ago. Born on October 11th, 1874, Mr. Messer graduated at Cambridge, where he took his M.A. degree, and was appointed a cadet in November, 1897. He arrived in the Colony the following month, and has therefore served in Hongkong for over 15 years. At first he was Acting Assistant Colonial Secretary and Clerk of Councils, and later was employed on Land Registration in the New Territories. After serving as Police Magistrate and Justice of the Peace for the New Territories, he was appointed Acting Colonial Treasurer, then Collector of Stamp Revenue, while later he became a member of the Governing Body of Queen's College. He passed his final examination in Cantonese in June 1902, and in the same month was made Acting Registrar General. In turn he held the appointments of Director of Widows' and Orphans' Pension Fund, Assistant Land Officer for the New Territories, Member of the Land Court and New Territories Police Magistrate. In 1905 he went on leave and in 1907 was made Acting Postmaster General, subsequently filling the substantive post after a brief interval during which he was Head of the Sanitary Department. He remained at the Post Office, also acting as Colonial Treasurer, until he was recently appointed to the police office.

The retirement of Mr. Badeley comes as no surprise, and the "Telegraph" indicated the possibility at the time he went on leave. Mr. Badeley had seen over twenty years service in Hongkong, having arrived here in December 1890. He held one or two acting appointments until, in April 1902, he was made Captain Superintendent of Police, a position which he held until his recent departure from the Colony.

ANGLO-AMERICAN PLAYERS.

Leading Man is Native of London.

Of the many clever actors which manager Fox is soon to bring here with him as members of the Anglo-American Players, the company which comes to the Theatre Royal for six nights, beginning Wednesday May 7, we are told that there is one who will undoubtedly be singled out for his acting ability, his handsome masculine appearance, and his dashing style. He is L. Victor Gillard, the leading man. Not that the other male members of the company are not first class actors, for every one of them has an established reputation in the United States, but Gillard will be seen in the most important male roles, playing opposite to Miss Roberts, the star of the company.

His long experience as a leading man in America, prompted Mr. Fox to engage Gillard for this important position, in the strong belief that he would make good with the theatre goers of the Far East.

As an amateur actor, he was well known in his native city, London. At one time he won the first prize in the City of London College of Elocution, and after that was well known as a professional reciter in the best London clubs. Mr. Gillard has the distinguished honour of being the first to introduce the works of Robert W. Service to an English audience at the Gaiety Theatre. He then adopted the stage as a profession and his rise has been rapid.

1888.

SHARE REPORT.

Quotations Twenty-Five Years Ago.

The quotations which follow are from the "Hongkong Telegraph" for April 26, 1888. These quotations will appear every week, and comparison of quotations then obtaining with those of to-day should prove of much interest.

Hongkong and Shanghai Bank.—154 per cent. premium, buyers.

Union Insurance Society of Canton.—\$87.12 per share, sellers.

China Traders' Insurance Company.—\$68 per share.

North China Insurance.—11s. 2d. per share, buyers.

Canton Insurance Company, Ltd.—\$74 per share, sales.

Yangtze Insurance Association.—11s. 10d. per share, sellers.

Chinese Insurance Company.—\$170 per share, sellers.

Hongkong Fire Insurance Company.—\$322½ per share, buyers.

China Fire Insurance Company.—\$74 per share, sellers.

Hongkong and Whampoa Dock Company.—31 per cent. premium, sellers.

Hongkong, Canton and Macao Steamboat Company.—\$201 per share, sellers.

China and Manila Steamship Company.—\$60 per share, buyers.

Hongkong Gas Company.—\$130 per share.

Hongkong Hotel Company.—\$160 per share, buyers.

Indo-China S.N. Company.—12½ per cent. dis., sales.

Douglas Steamship Company.—\$51 per share.

China Sugar Refining Company, Ltd.—\$148 per share, buyers.

Luzon Sugar Refining Company, Ltd.—\$59 per share, sellers.

Hongkong Ice Company.—\$65 per share, buyers.

Hongkong Rope Manufacturing Company, Ltd.—\$51 per share.

Hongkong and Kowloon Wharf and Godown Company.—58 per cent. premium, sales and buyers.

SPECIAL CABLES.

MR. SUNG'S MURDER.
AN ASTONISHING PLOT.

High Officials Implicated.

[Our Own Correspondent.]

Shanghai, April 26.
At mid-night I inspected a telegram from the Civil and Military Governors of Kiangsu which was in transit to President Yuan Shih-kai, the Cabinet and Parliament, stating the results of the investigations of documents in the Sung Chao-jen murder case.

This showed that Mr. Hung, the Secretary to the Premier (Chao Ping-chun) carried on the negotiations with Lung Kwe-shing, who is now charged with the investigation of the murder. They had the secret code of the Premier and of messages conveyed to President Yuan.

On February 2nd, Lung Kwe-shing reported to Mr. Hung that Dr. Sun Yat-sen, Huang Haing, Sung Chao-jen and General Li Yuan-hung were working fiercely and that they had suddenly decided to elect Sung Chao-jen as Premier. Mr. Hung replied that it was a big subject and must be made in a violent way. Mr. Hung says that when President Yuan saw the telegram relative to Dr. Sun Yat-sen, etc., his face appeared very glad, and he said "If you can see a possibility of doing it, you must do it immediately. When the case is secure, you can have money." Lung then telegraphed, "If you do not get away Song there must be trouble," and Mr. Hung replied, "You should destroy Sung Chao-jen, and you will be rewarded with the Order of Merit. See your way properly, and do it very carefully." Lung Kwe-shing wired, "Sung Chao-jen is dangerous, so issue an urgent order to kill and report to the higher authorities." On March 17, Mr. Hung said, "Granted, do accordingly."

After the murder, Lung Kwe-shing wired Mr. Hung, "The urgent order has been carried out, report to higher authorities. There was no loss to our Army; this may please you." Mr. Hung replied, "Coming to Shanghai on April 7."

On Lung's arrest, Mr. Hung wired to the Chinese Post Office asking them not to deliver the last letter, but in the meanwhile it had been handed to the Military Governor.

SIR JOHN JORDAN.

EXTENSION OF SERVICE.

[Our Own Correspondent.]

Shanghai, April 26.
Sir John Jordan's time has been extended two years from the date of his return from leave. General satisfaction is expressed at this announcement.

THE CHINESE SENATE.

POSTS FOR KUOMINTANG MEN.

[Our Own Correspondent.]

Shanghai, April 26.
The appointments of Speaker and Vice Speaker in the new Chinese Senate have been given to members of the Kuomintang Party.

A JOB FOR THE POLICE.

One of our readers complains that he has suffered a good deal of annoyance from the importunities of an Indian fortune-teller. This knowing bird has waylaid our correspondent on various occasions, seeking to instruct him on the subject of the things to come. He was choked off, but only for the time, and finally summoned up the hardihood to beard his intended victim in his own private office. This was too much for our informant, and speaking gently and confidentially, yet firmly to his Oriental visitor, he said, "Maskee my fortune; let me tell you yours. The stars have revealed to me that, ere this week be passed, you will be eating rice at Government expense."

The seer took the hint and made off. We hope that the next man who receives a call from him will be less merciful than our correspondent, but will make his immediate future a certainty by handing him over to the police.

COMPANY MEETING.

Green Island Cement Co., Ltd.

The twenty-fourth ordinary annual meeting of the shareholders of the Green Island Cement Co., Ltd., was held to-day at noon, Dr. J. W. Noble presiding. There were also present, the Hon. Sir C. P. Chater, the Hon. Mr. C. H. Ross, Mr. J. W. G. Bonnar and Mr. D. W. Craddock; Messrs A. W. Smith, F. Howell, A. A. Cordeiro, Lo Cheung Siu, Ho Fook, Ng Hon Tsz, M. Croucher, H. R. B. Hancock, G. O. Moxon, and Mr. A. H. Shields the secretary.

The secretary having read the notice convening the meeting the chairman said:—

Gentlemen:—The Report and Balance Sheet having been in your hands for some days I will, with your permission, take them as read. On the 30th of March of last year the Chairman in his speech said:—That a change in the management of the Company was impending and that a Board of Directors would be elected. Since that time new Articles of Association have been prepared and adopted, and the present Board were appointed Directors of the Company. This is the first Ordinary Meeting under the new system.

The Profit and Loss Account shows a credit balance of \$123,061.53 which, your Directors suggest, should be dealt with as indicated in their report. The business of the Company for the first six months of our financial year proceeded in a satisfactory and promising manner when in July last it was confronted with the unwarranted action of the Kwangtung Government, in placing a stoppage upon the supplies of limestone from that province. This step on the part of a friendly neighbour, so important in its consequences as almost to jeopardize the very existence of the Company, has received the constant and earnest attention of the management, and the case has for some time been energetically taken in hand by the British Consular Authorities in Canton and the British Minister, Sir John Jordan, in Peking. In the meantime to be able to cope with our outstanding contracts and protect those who are depending upon us for local supplies, recourse has been had to limestone from other sources. Unfortunately an almost unexampled condition of the freight market prevails and tonnage has been and is very difficult to secure. This important matter is engaging the attention of your Directors. The demand for cement in our customary markets continues unabated and prices rule higher, which makes it unfortunate that the Company should be subjected to the present unjust embarrassment in securing raw material. The case is being pushed with all the energy at the Company's command and it is hoped it will not be long before a rightful and satisfactory settlement can be arrived at.

As many of you will have seen in the "Report of the Committee appointed by the Shareholders to investigate into the working of the Company," and also in the "Statement of the General Managers in reply" to that report; "in Macao it was suddenly realized in 1908 that there was a shortage of 30,000 tons of limestone," the value of which was written off. We now regret to inform you, that on clearing up our stocks of stone in Macao and Hok On a further shortage has been discovered amounting to 4606 tons in Macao and 16,702 tons at Hok On. This is the first time in the history of the Company that the stone heaps have been cleared out and it has never before been feasible to ascertain with exactness the quantities actually on hand. The loss at Hok On represents 1.4 per cent. on the actual turnover of the stone.

The condition of the plant on the whole has been well maintained and all repairs and renewals have been provided for in working expenses. Four of the Aalborg Kilns have been relined during the year and all are now in good order. The statutory depreciation has, as usual, been applied to all departments.

The Deep Water Bay Works have improved the quality of the goods made there, but there is insufficient demand to keep the

kilns going constantly and stocks accumulate. Unless a greater market can be found for these goods the work can only be continued at a loss.

The fleet of Tugs and Lighters has been kept in good order. The launch Prudence which the Company sent to Haiphong some years ago and which, failing a buyer had been laid up, was discovered later to be in a bad condition, and had to be disposed of at a low price and necessitated the writing off of \$8,042.54 as announced in the report.

Before proposing the adoption of the Report and Balance Sheet I will be pleased to answer to the best of my ability any questions you may ask.

There being no questions the chairman proposed the adoption of the report and accounts.

Mr. G. O. Moxon seconded and in doing so, said:—After the very clear and plain statement made by the chairman I do not think any comment of mine is needed, beyond trusting the Company will presently assume its normal course. I beg to second the proposal that report and accounts be adopted.

The retiring directors, the Hon. Sir C. P. Chater and the Hon. Mr. C. H. Ross, were re-elected directors on the motion of Mr. Ho Fook, seconded by Mr. Hancock.

Messrs. H. O. D. Gourlin and W. H. Potts were re-appointed auditors on the motion of Mr. F. Howell seconded by Mr. Ng Hon Tsz.

The Chairman:—That is all the business, gentlemen. I thank you very much for your attendance.

THE DIESEL ENGINE.

Interesting Paper at the Engineers Institute.

Yesterday evening a very interesting paper was delivered at the Institute of Shipbuilders and Engineers, before a large audience, by Engineer-Commander Roome, on the Diesel engine.

In the course of his remarks Commander Roome said:—The proportion of a given supply of heat which can be converted into mechanical work in a heat engine depends (1) on the difference of temperature available (2) on the reception by the working fluid in the engine, of the whole of the heat at the highest temperature available (3) on the rejection of the waste heat at the lowest temperature available. Now the Diesel Engine, in common with all Internal Combustion Engines is designed to work with the temperature of combustion over 2000 F. as the upper limit of temperature, and the lower limit to approach as nearly as practicable to the temperature of the surrounding air. Various practical matters prevent this lower limit being reached in an internal combustion engine; one only need be mentioned viz., that it is not economical to carry expansion below a pressure which is less than that sufficient to overcome the frictional resistances of the engine.

In respect then of the effort to use the temperature of combustion for the higher limit of temperature and the temperature of the atmosphere as the lower limit, the Diesel Engine would be on the same footing as other Internal Combustion Engines. It is in the second condition above mentioned that the Diesel Engine differs from the others. Improvements in the cycle of Internal Combustion Engines should, in Dr. Diesel's opinion, be carried out in the direction of attaining this condition, and he laid down some years ago the following fundamental conditions for combustion, 1. Production of the highest temperature of the cycle not by and during combustion, but before and independently of it entirely by mechanical compression of air.

2. Gradual introduction of a small and carefully regulated quantity of finely divided combustible into the highly compressed and heated air in such a way that no increase of temperature takes place during the motor stroke, but all the heat generated is at once carried off by the expansion of the gases of combustion. 3. Introduction of a large quantity of air in excess instead of admitting only as much air as is required to obtain proper combustion of the fuel.

(Continued on page 10)



ARDATH

High Class Smoking Mixtures.

MILD MEDIUM, SPECIAL

OBTAINED FROM

KRUSE & CO.

LOCAL SPORT.

LAWN TENNIS.

H.K.C.C. Tournament.
Several ties were played off in connection with the above tournament last evening, and some capital play was seen. Large numbers of residents assembled on the ground to witness the contests. His Excellency the Governor being an interested spectator.

The hardest fought and best played match of the evening was that in which A. N. Joseland and J. B. Penman met Dr. Aubrey and S. H. Dodwell to decide entry into the semi-final round of the Doubles Handicap. This contest was marked by some of the prettiest doubles play seen in the whole course of the tournament. At their odds, by which Joseland and Penman conceded their opponents a point in every game, the pairs were exceedingly well matched. The first set went to Joseland and Penman, after a keen tussle, by 7-5, but it was in the second and last set that the match waxed hardest. Dr. Aubrey and Dodwell opened strongly, and by good all-round play led by 5-2 at the end of the seventh game. In the next game they got within a point of set, as also did they again in the eighth game. The other pair, however, played up strongly and at the end of the tenth game the scores were level. In the next game Dr. Aubrey and Dodwell led at 6-5, and were then "40 love" with the service on their side. Even then they could not take the set, and as the result of careful play, Joseland and Penman were eventually able to get home at 9-7 after a desperate struggle for the last game, in which some unusually fine rallies were seen. Joseland and Penman thus won by two sets to love and 16 games to 12.

To decide entry into the fourth round of the Professional Pairs competition, Major Bowen and Capt. Crawford were opposed to Capt. James and Capt. Tracey, the former pair winning by two sets to love and 12 games to 4. The score rather flattered the winners, for the other pair put up a fairly good fight, against better men, it is true. The opening set went to the winning pair by 6-0, but in the second the other couple opened very brightly and took the first three games. They were not good enough, however, to retain the advantage, and the set was eventually won by their opponents at 6-4.

H. Hancock had no difficulty in qualifying to enter the semi-final stage of the Championship Singles, beating A. H. Crook by three sets to love and 18 games to 9, the scores being 7-5, 6-3, 6-1. The loser, however, made a creditable show against a better and more experienced player.

JUNK PIRATED.

Boarded in Mrs Bay.

The master of a trading junk has reported to the police that whilst sailing off Ping Chau Island, Mrs Bay, six men boarded the vessel from a small junk. Their faces were blackened and they were armed with knives and revolvers. They pointed the revolvers at the master and demanded his money. They also shut the crew down in the hold securing them with a coil of rope attached to the hatch. Then they ransacked the boat and stole money and clothing to the value of \$61. Afterwards they sailed away in a direction unknown.

To-day's Advertisements.

HONGKONG FIRE INSURANCE CO., LTD.

NOTICE.

NOTICE is hereby given that Scrip Certificate with respect to 8 Shares numbered 4813/4820 in the above-named Company standing in the name of Messrs. WING KEE & Co. of Hongkong, has been lost and should the same not be produced before the 9th proximo, a new Scrip Certificate will be issued to the said Messrs. WING KEE & Co., and no transaction taking place under the old Scrip Certificate will be recognised by the Company.

JARDINE, MATHESON & CO., LTD.,
General Managers,
Hongkong 25th April, 1913. [32]

TO LET.

TO LET:—Furnished flat in Nathan Road, Kowloon, during the summer months. Terms very moderate. Apply Post Office Box 290.
Hongkong 26th April 1913. [33]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to Port Said, Messina, Naples, Genoa and Leghorn, also Venice and Trieste, all Mediterranean, Adriatic, Barcelona, Valencia, Alicante, Almeria and Malaga, Levantine and South American Ports up to Callao.)
THE Steamship

"ISCHIA,"
Capt. Belisio, will be despatched as above on TUESDAY, the 29th inst., at Noon.

For further particulars regarding freight and passage, apply to
CARLOWITZ & CO.
Agents,
Hongkong, 26th April, 1913. [34]

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN
Taking Cargo at through rates to Tawau, Labad, Davao, Labuan, Jolo, Manado and Jesselton.

THE Steamship

"BORNEO,"
Captain F. Sembill, (ready to load Monday) will leave on TUESDAY, the 29th inst., at 2 p.m.

For further particulars, apply to
NORDDEUTSCHER LLOYD,
MELOCHERS & CO.,
Hankow, 26th April, 1913. [35]

DAIRY FARM NEWS.

Something Good.

HAVE YOU TRIED OUR

Farmer's Sugar Cured Bacon?

IT IS PRONOUNCED BY ALL WHO HAVE TRIED IT TO BE ABSOLUTELY THE BEST IN THE COLONY

Prove It For Yourself.

WE HAVE TRIED IT AND CAN RECOMMEND IT.
SLICED BY A PATENT SLICING MACHINE IN RASHERS OF ANY THICKNESS, EXACTLY AS WANTED.

WM. POWELL, LTD.

TELEPHONE 346

DRESS DEPARTMENT

New CHOICE Materials

FOR SUMMER DRESSES

(Please send for Patterns).

WM. POWELL, LTD

OUR BREAD

PERFECTION.

CAKES AND PASTRY

PAR EXCELLENCE

TIFFINS, DINNERS & REFRESHMENTS THE BEST.

ALEXANDRA CAFE CO.



LANE, CRAWFORD & CO.

NOW SHOWING

NEW

SPRING

GOODS

WASHING BLOUSES

From \$4.75 each.

WASHING DRESSES

From \$8.50 each.

CLIFFORD WILKINSON'S TANSAN.

The One and Only Genuine Tansan The Choicest of All Choice Waters.



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CANADIAN PACIFIC RAILWAY
COMPANY'S.
ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Sailings from Hongkong and Quebec.		
"E. of Japan" ...	April 26	"E. of Ireland" ... May 23
"E. of Russia" ...	May 21	"E. of Britain" ... June 13
"E. of India" ...	June 7	"E. of Ireland" ... July 4

All steamers leave Hongkong at 6 p.m.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent.
321 Corner Pedder Street and Praya (Opposite Blake Pier.)

HAMBURG-AMERIKA
LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES
via STRAITS and COLOMBO,
TO

Marseilles, Havre, Bremen and Hamburg and New York.
And from Manila, Hongkong and Japan to Vancouver (B.C.) and
Portland (Or.)

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and
Port, and all North and South American Ports.

Next Sailings from Hongkong :

OUTWARD.

For Shanghai, Kobe & Yokohama :

S.S. ALESIA ... 27th April	S.S. BIRKENFELS ... 24th May
S.S. SEGOVIA ... 30th May	S.S. SAXONIA ... 24th May
S.S. FURST BULOW ... 19th May	S.S. PREUSSEN ... 24th June

HOMEWARD.

For Havre, Bremen & Hamburg :	S.S. ARABIA ... 27th May.
S.S. LIBERIA ... 16th May.	For Hamburg & Antwerp :
For Rotterdam, Hamburg & Antwerp :	S.S. SIOZIA ... 4th June.
S.S. BAYERN ... 20th May.	For Rotterdam & Hamburg :
For V. ver, S'ole, and/or T. & P. (Or.) :	S.S. ALESIA ... 10th June.
S.S. SAXONIA ... 22nd May.	For Havre, Bremen & Hamburg :
	S.S. SEGOVIA ... 19th June

For Further Particulars, apply to—
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Hongkong Office.

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FAR EAST OXYGEN & ACETYLENE CO., LTD.

AUTOMATIC WELDING

Repair of boilers and hulls, welding of cracks. Renewing of
corroded plates by addition of metal. Welding of broken pieces of any
kind of metal.

OFFICE: St. George's Building, 3rd Floor. Telephone 1033. [48]

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 26th APRIL.

10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN."

SUNDAY, 27th APRIL.

10.00 p.m. "KINSHAN." 4.00 p.m. "FATSHAN."

These steamers, carrying His Majesty's Mails, are the largest
and fastest on the River. Special attention is drawn to the Superior
Saloon and Cabin. Electric Fan in each Cabin.
HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651 S.S. "SUI AN," Tons 1651

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO

SUNDAY, 27th APRIL.

The Company's Steamship.

"SUI AN."

will depart from the Company's WING LOK STREET WHARF at

9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sun-

day morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the

Company's WING LOK STREET WHARF.

This steamer connects with the excursion steamer returning

from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri.,

at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur.,

at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China

Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION

Destination.	Steamers	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said.	HIRANO MARU Capt. H. Fraser. T. 16,000	WEDNESDAY, 7th May, at daylight.
VICTORIA, B.C. and SEATTLE via Shanghai, Moji, Yokkaichi, and Yokohama.	TANGO MARU Capt. Kawanu. T. 13,500	WEDNESDAY, 21st May, at Daylight.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville, and Brisbane.	SHANUKI MARU Capt. Richards. T. 12,500 SHIDZUOKA MARU Capt. Iizawa. T. 12,500	SATURDAY, 17th May. TUESDAY, 20th May, at 4 p.m.
CALCUTTA via Singapore and Rangoon.	INABA MARU Capt. Tomimaga. T. 12,500 NIKKO MARU Capt. Yagi. T. 9,600	WEDNESDAY, 7th May, at Noon. WEDNESDAY, 4th June at noon.
BOMBAY via Singapore and Colombo.	TOSA MARU Capt. T. Sato. T. 12,000	SATURDAY, 3rd May.
KOBE & YHAMA.	KAWACHI MARU Capt. A. Christiansen. T. 12,500 AKI MARU Capt. B. Kon. T. 12,500 COLOMBO MARU Capt. Kawaishima. T. 6,000	MONDAY, 28th April. THURSDAY, 8th May, at 11 a.m. MONDAY, 12 May.
KOBE.	KUMANO MARU Capt. M. Winckler. T. 9,600 BOMBAY MARU Capt. Tozawa. T. 6,000	WEDNESDAY 7th May, at Noon. WEDNESDAY, 7th May.
N'SAKI, KOBE & YOKOHAMA.		
SHANGHAI, MOJI & KOBE.		

Cargo only.
Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1913.

FOR EUROPE.

Steamer.	Tons displacement.	Leaving H.K.
Hirano Maru	16,000	7th May.
Tango Maru	13,500	21st May.

FOR AMERICA.

Steamer.	Tons displacement.	Leaving H.K.
Inaba Maru	12,500	6th May.
Shidzuoka Maru	12,500	20th May.
Tamba Maru	12,000	3rd June.

(Subject to change without notice.)

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail.
SHANGHAI	"LINAN"	26th April, at midnight.
PAKHOI & HAIPHONG	"KAIFONG"	29th April, at 9 a.m.
MANILA, CEBU & ILOILO	"CHINHUA"	29th April, at 4 p.m.
SHANGHAI	"ANHUI"	1st May, at 4 p.m.
SWATOW, WEIHAWEI	"HUICHOW"	1st May, at 4 p.m.
& TIENSIN	"CHENAN"	3rd May, at midnight.
SHANGHAI		

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUI"
MANILA LINE.—Twin Screw Steamers "Tean" & "Taming" saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kaifong" is situated on deck, aft. Electric Fans fitted.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chihua.)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

This steamer land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.
Agents.

Telephone No. 36

Hongkong 22nd April, 1913.

COMPAGNIE MARITIME INDO-CHINOISE

For Haiphong Direct.

S.S. "SIKIANG,"

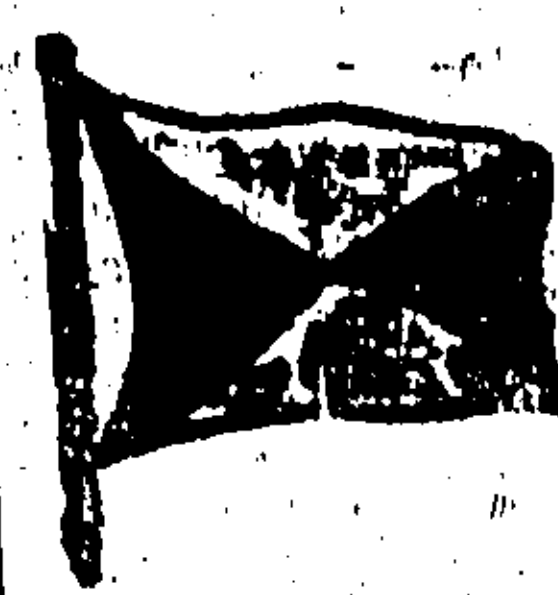
CAPT. HENRY,

Will leave Hongkong for Haiphong
ON OR ABOUT THURSDAY, MAY 1.

For Freight and passage apply to P. THOMAS,
Agent.

MESSAGERIES MARITIMES, CIE.

Shipping

HONGKONG—
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
ZAFIRO	4000	F. S. McMurray	Manila Mangarin, Iloilo and Cebu.	TO-DAY, 26th Apr. 4 p.m.
RUBI	4000	J. Miller	Manila Mangarin, Iloilo and Cebu.	WEDNESDAY, 7th May, 4 p.m.

AMERICAN ASIATIC STEAMSHIP COMPANY.
NEW YORK, PHILIPPINES, CHINA, JAPAN, ETC.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 17th April 1913.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjilatjap	JAVA	2nd half Apr.	JAPAN	2nd half Apr.
Tjimanok	JAVA	2nd half Apr.	JAPAN	1st half May.
Tjipanas	JAVA	1st half May	SHANGHAI	1st half May.
Tjibodas	SHANGHAI	2nd half May	JAVA	2nd half May.
Tjimatih	JAPAN	2nd half May	JAVA	2nd half May.
Tjitaroem	JAVA	2nd half May	JAPAN	1st half June.
Tjikini	JAVA	1st half June	JAPAN	1st half June.
Tjiluwong	JAVA	1st half June	SHANGHAI	1st half June.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L. For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375

York Building. [15]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration)

Steamer	Tons	Captain	Date of Sailing
S.S. "Shinyo Maru"	22,000	H.S. Smith	April 29th Noon.
S.S. "Chiyo Maru"	22,000	W.W. Greene	May 27th "
S.S. "Nippon Maru"	11,000	A. G. Stevens	June 17th "
S.S. "Tenyo Maru"	22,000	E. Bent	June 24th "

The S.S. Shinyo Maru will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokkaichi, Yokohama and Honolulu on Tuesday the 29th April at noon.

These steamers are equipped with Turbine Engines and Triple Screws.
All steamers carry Japanese Government wireless telegraph and post office.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz).
Only Regular Direct Service to Mexican, Chilean and Peruvian Ports
Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Hongkong Maru	11,000	Wednesday June 4, Noon.
Kiyo Maru	17,200	Tuesday, August 5, Noon 1913

For Further Particulars as to Passage and Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

"THE BIG" 4 OF THE
PACIFIC MAIL S.S. CO.

MONOOLIA	MANCHURIA	KOREA	SIBERIA
27,000 tons, twin screws.	27,000 tons, twin screws.	18,000 tons, twin screws.	18,000 tons, twin screws.
Also 11,000 tons, China, 10,000 tons, and 9,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (Via Inland Sea), Yokohama and Honolulu (The Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

THE COST is not more by this route with its unlimited opportunities, than by any other route.

For a return ticket to London the cost is but £20, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £15. For the INTERMEDIATE SERVICE from China accommodation is provided for 4 to 10 (return ticket \$40) and to San Francisco \$40. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers: Siberia—18,000 Tons Starting May 6, at 1 p.m.

*China—10,000 " May 13, at 3 p.m.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG—MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
May 13 CHINA	May 15	May 13 CHINA	May 5
June 3 NILE	June 5	May 11 MANCHURIA	May 13
July 1 PERSIA	July 3	May 21 PERSIA	June 23

King's Building (Opp. Blake Pier); FRED. J. HALTON, Telephone No. 141

Hongkong, 26th January, 1913.
Fugate-Yacht International Exposition-San Francisco-1913.

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LOG BOOK.

The Raising of the Lisicum.

Last week a further attempt was made to raise the U.S. transport Lisicum, which sank at the Old dock Wharf, Shanghai, on August 25 of last year, and though only partially successful the result satisfied the management of the Dock Company that their method of procedure was correct. About 3.30 p.m., after the water had been allowed to re-enter the cofferdam, the Lisicum began to move and with the pumps hard at work drawing off the water that was inside the vessel, she remained afloat until well after midnight, and at one time one side was showing quite 15 ft. above water, though the steamer had a heavy list. Late at night, says the "N. China Daily News," it was found that the mud inside the steamer was clogging the pumps to such an extent that they could make no headway against the influx of water through leaky plates, and it was therefore decided to let her settle again. She now lies in the mud again, but in a far better position for raising operations than was formerly the case. During the next few days divers will be employed to repair the leaks in her plates and it is anticipated that the next attempt to raise her will prove completely successful.

Coast Rates.

April 17.
South Japan Coal Ports, to Shanghai \$13.0 firm.
South Japan Coal Ports to Hongkong \$2.10 fixed.
South Japan Coal Ports to Canton \$3.00 nominal.
South Japan Coal Ports to Swatow \$4.00 offered.
South Japan Coal Ports to Manila \$3.50 nominal.
South Japan Coal Ports to Singapore \$3.75 nominal.
Hongkong to Shanghai \$3.50 firm.
Nanchang to Shanghai \$1.75 nominal.
Taingtai to Hongkong \$3.00 per ton, nominal.
Taingtai to Amoy \$3.50 per ton, nominal.
Wuhu and Chinkiang to Canton 25 cents, liner terms.
Wuhu to Swatow 23 cents liner terms.
Newchwang to Amoy and Swatow closed.
Newchwang to Canton 39 cents liner terms.
Daly to Amoy 34 cents liner terms.
Daly to Swatow 34 cents liner terms.
Daly to Canton 34 cents liner terms.
Chefoo to Swatow 29 cents liner terms.
Chefoo to Amoy 29 cents liner terms.
Chefoo to Canton 20 cents liner terms.

The Besie Dollar.

The following details of the accident to the steamer Besie Dollar, reported in the "Telegraph" recently, have been supplied by the owners of the vessel to "Shipping and Engineering."

The captain reports that on March 7 at 4 a.m. the vessel struck some submerged object. The instant the shock was felt the engines were immediately stopped and the ship stopped, fore and aft. No water was found in the hold. The vessel then proceeded on her course. At the time she struck she was 5½ miles off the coast. The vessel arrived at Otaru at 8.30 the following morning. In pumping out No. 4 tank it was found to be leaking when the captain went ashore and entered the protest. A diver was engaged and upon examination thirteen rivets were found to be out and one plate slightly dented under No. 4 tank. The plate was not cut or scratched in any way, which showed it could not have been a rock. The object, whatever it was, must have given when the vessel struck it. On examining the tank it was found five frames were slightly bent. The vessel upon further examination was found to be seaworthy and she was allowed to proceed on the voyage. It would appear from the above that the object must have been either a submerged log or possibly a whale.

Don't forget after the Show, Supper & Light Refreshments, ALEXANDER CAFE, Open Till Midnight.

HOTEL LISTS.

Hongkong Hotel.

Acheson, J. Kooy, M. Van
Adair, Mr. & Mrs. M.
Almon, Mrs. S. Lamart, Mr. &
L. Lambert, Mrs.
Amolsch, A. L. W. H.
Barberini, E. T. Leul, E.
Baring, M. Lobb, Dr. E. L.
Barretto, A. M. M.
Bate, E. R. Low, Mr. and
Bayly, B. B. Mrs. C. L.
Beach, O. Low, Miss V.
Benson, J. N. Lynam, Dr. A.
Beaumont, E. A. Mackenzie, A.
Bellicos, Mrs. E. MacIntyre, Mr.
R. and Mrs. Noi
Bell, J. A. W. MacLaren, J.
Bona, G. A. A.
Bernhardt, Misses Muncell, A. H.
S. & A. Marcy, F. A.
Berry, Miss Martin, G.
Heynon, Capt. Martin, R. B.
C. R. Matheson, Mrs.
Blook, G. T. and
Bowman, Mrs. child.
M. C. McKean, Dr. G.
W.
Brook, Mrs. F. McKenny, Dr.
Brown, J. G. C. W. & Mrs.
Brown, Mr. and Melita, K. B.
Mrs. H. D. Morocki, J.
Carey, J. J. Mossam, D.
Case, L. E. Michell, H. H.
Clark, R. M. Millard, Mrs. J.
Clark, Mrs. R. J.
Cambridge, A. J. Miller, L.
Cartwright, Mrs. Moltke, Count
J. H. & valet
Chalmers, J. S. Moore, Mr. and
Claxton, A. A. Mrs. P. J.
Cogan, Mrs. J. Movellau, A. P.
Cohn, R. Munn, Mr. and
Cohn, Mrs. S. Mrs. M. D.
Cokely, T. J. Muller, C.
Condit, Miss R. Mulder, J. D.
Corred, A. F. Neumann, Dr.
Cowen, Mrs. W. J.
F.
Cranston, J. W. Newman, E.
Crocker, Miss O'Leary, Miss
Cropper, Mr. and G.
Mrs. F. Pitt, Mr. & Mrs.
Crowe, W. E. H. M.
Cunningham, J. Poulet, A.
M.
Davies, G. H. Pretty, Mr. and
Dannecker, Mr. Mrs. F. W.
D. & Mrs. O. Prior, Mr. and
Darnell, B. B. Mrs. C. H.
Davis, C. H. Ray, E. H.
Davis, Mrs. H. Reid, R. T.
C.
Deane, A. F. Richards, Miss
Derham, C. C.
Dortano, Mr. & Mrs. W. R.
Dorson, & 2 children. Robins, C. F.
Dewar, J. Robinson, W. V.
Diehl, T. Rosenstock, C.
D'Oettingen, V. W.
Douglas, Mrs. R. Russell, J. B.
H. Schregardus, Mrs.
Doorn, G. von W. Sharp, E. H.
Dowley, W. A. Sharp, Mrs. E.
Duncker, C. I. Sharp, Mrs. E.
Eastman, Miss H.
O. S. Sibley, J. C.
Ehrhardt, Capt. Sidford, Mrs.
W. G. V.
Ehrenfels, Mr. Smith, Mr. and
and Mrs. H. C. Mrs. E. E.
Erlanger, Mr. & Mrs. Marriot
Mrs. C. E.
Falconer, Mr. & Mrs. V.
Mrs. P. I. Soubies, Dr. J.
Finlayson, Mrs. C. Soubies, A.
C. Southmayd, J.
Finlayson, Dr. A. B.
M. Sutherland, P.
Fisher, H. G. D.
Fish, J. Spittles, Mr. H.
Fowler, E. A. S. Mrs. James.
Fynes-Clinton, Spiro, S.
R. Square, Miss.
Garland, Mr. and Stainer, Lt. and
Mrs. H. P. C. E.
Garland, L. S. Stanford, W. H.
Garland, Miss Stearns, Dr. and
Gears, Mrs. Mrs. C. H.
Georgeson, Mr. Steinbach, U.
& Mrs. Stearns, Master
George, F. R. J. E.
Gessler, Dr. Steele, Rev. J.
Goldsmith, Mr. Stephenson, B.
Gordon, L. A. Stubbs, Mrs. I.
Gordon, A. G. Sturgis, Mrs. C.
Gould, Mr. J. R.
Gourgey, J. Sturgis, Miss E.
Gras, E. Sutton, Mrs. O.
Grisogono, P. O. D.
Von.
Hall, Capt. T. P. Tapp, J. R.
Hanna, Dr. J. G. Tatam, Mrs.
Harbord, W. T. Taylor, H.
Henderson, C. A. Thomas, A. H.
Herridge, J. R. N.
Hewett, Hon. E. Thummer, Miss
A. C. M. G. Tinsley, Mr. &
Holmes, G. Mrs. R. P.
Hsi Yue-may Waldren, Miss
Hunter, R. D. M. K.
Hughes, Miss Walker, A. V.
Innes, Capt. R. Waterhouse, Mrs. E. B.
Irwin, R. Waterhouse, Miss
Jackson, Mrs. M. G.
Jones, W. B. Watkins, H.
Joseph, Mrs. M. Webb, Mr. and
G. Mrs. B.
Joseph, C. Weill, Mr. and
Joseph, Miss Mrs. A. and 4
Judah, Mrs. A. children
N. E. Weston, Mrs. B.
Kenney, F. W. F.
Kinesha, J. C. Wood, G. G.
Kirkpatrick, R. Young, Mrs. W.
K. Young, Miss
Krusman, A.

Consignees

INDO-CHINA STEAM NAVI-
GATION CO., LTD.
FROM CALOUTTA, PENANG
AND SINGAPORE.

THE Company's Steamship

"NAMSANO"
having arrived from the above Ports
Consignees of cargo by her are hereby
informed that their goods will be de-
livered from alongside.
Cargo impeding the discharge of
remaining on board after 4 p.m. the
24th inst., will be landed at Consignee's
risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned
by
JARDINE, MATHESON &
CO., LTD.
General Managers.
Hongkong 23rd April, 1913. [328]

PACIFIC MAIL STEAMSHIP
COMPANY.

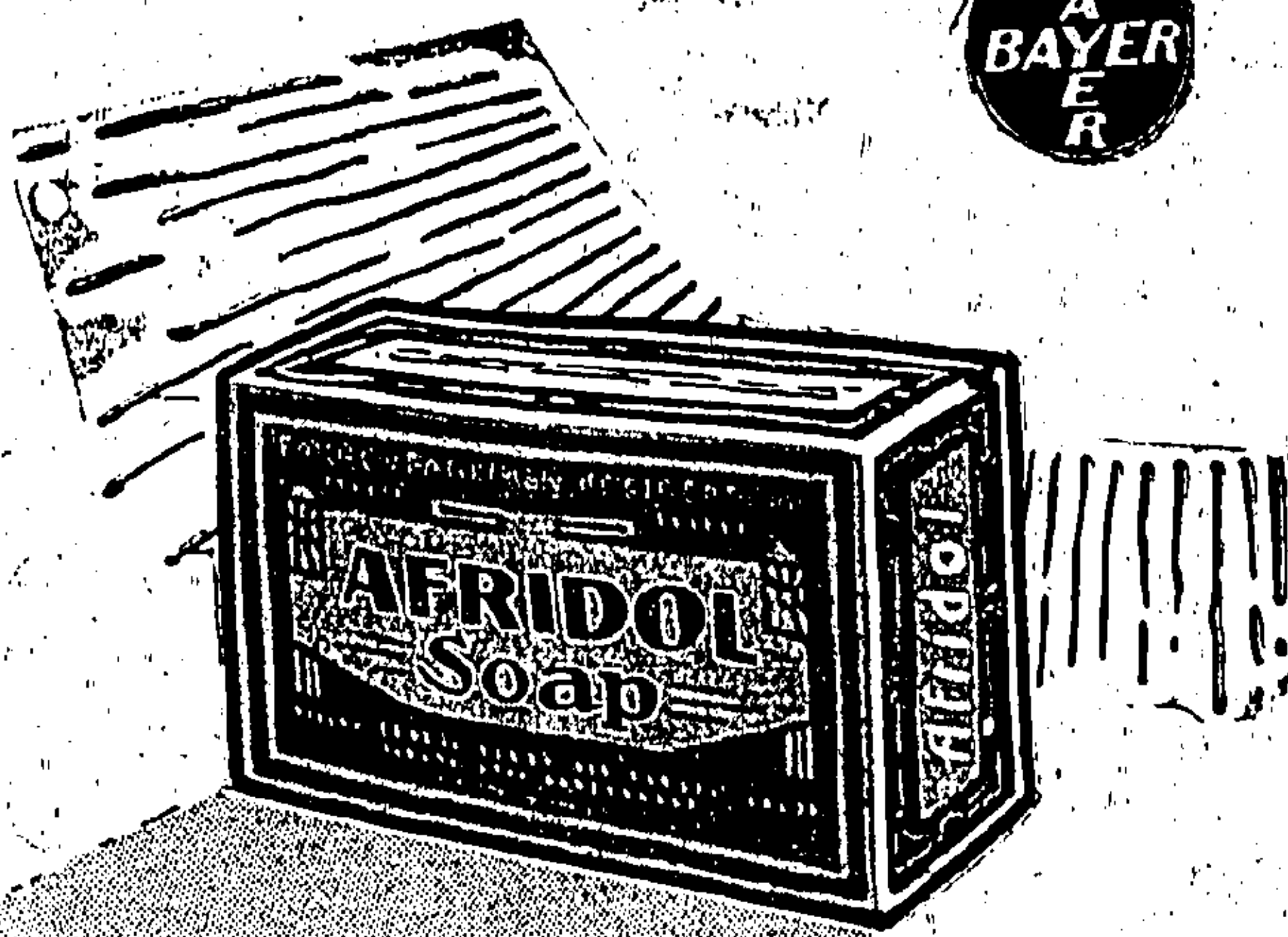
NOTICE TO CONSIGNEES.

"S.S. SIERIA."
FROM SAN FRANCISCO, JAPAN
PORTS AND HANGHAI.
The above mentioned vessel having
arrived Consignees of cargo are hereby
notified to send in their Bills of lading
for countersignature and take immediate
delivery of cargo from alongside.
Cargo impeding discharge will be
landed immediately at consignee's risk
and expense.
Cargo remaining undelivered Satur-
day the 26th, inst., at noon will be
landed at consignee's risk and expense.
Cargo remaining undelivered Friday
May 2nd, 1913, at noon, will, in addi-
tion to landing charge be subject to
storage charge.
No fire insurance whatever will be
effected.
All chafed and otherwise damaged
cargo will be examined at the above
Company's godown Thursday May
1st, 1913, at 10 a.m.
No claims will be entertained un-
less accompanied by short delivery note
or list of exceptions taken at the time of
delivery to consignees and signed for and
on behalf of the Pacific Mail S.S. Co.
All claims must be filed on or before
May 25th 1913, otherwise, they will
not be recognized.
FRED J. HALTON,
Agent.
Hongkong, 25th April, 1913. [331]

Astor House.
Allan, H. J. Lugebil, V.
Arnold, J. B. Martin, Mr. &
Bethune, W. Musso, F.
Biro, L. Marshall, W.
Brown, I. C. Mayhood, J. R.
Brown, E. C. Meyer, Mrs. B.
Brown, H. J. Miller, F. F.
Chopard, F. A. Monroe, Mr. &
Mrs. P.
Cruz, Mr. & Mrs. Morgan, F. E.
L. S. Morris, Mrs. K.
Dedoglon H. do
Dupuy, Mrs. do
Fisher, A. Niameyer, Mr.
Francis, Ch. & Mrs.
Gale, V. T. Parr, V. C.
Greig, W. Petersen, A.
Guthrie, Mr. and Puvogel, Ferd
Mrs. A. S. Ripley R. S.
Hall, J. W. Roche, Mr. and
Hance, C. E. A. Mrs. de La
Hardy, Chas. Sanders, N.
Harper, Mr. and Schomber, J.
Mrs. J. H. Sloan, J. J.
Honory, J. Smoes, W.
Hickman, E. F. Stirling, Mrs.
Hoskens, Kurt Tolentmo, E. V.
Hudson, C. M. Trawver, W. E.
Javot, C. Vincent, P. M.
Jones, E. M. Wellemberski
Johnson, W. A. Willson, Gil-
Juster, W. bert R.
Lacson, L. E. Winston, E. C.
Longone, G. Zoboli, A. G.
Long, H.

Grand Hotel.
Ahnberg, K. Lorria
Bancroft, C. Lowell, Mr. &
Benchanson, P. Mrs.
Boggs, D. Mayr, Mr. and
Bonetta, Miss V. Mrs.
Brill, Dr. Merlin, L.
Bumann Meyer, N.
Cumann Miller, F.
Calvert, Miss Moller
Crew, Mr. and Moonan, J.
Mrs. Parshall, J.
Elson, W. Sanborn, W.
Grant, G. Schmidt
Frenck, C. Stephens, Mr. &
Fridley, G. Thomas, Mr.
Grace, Miss Mrs. A.
Haden, F. Watkins, G.
Higginbotham Welsmann, C.
Key, Dr. Wills, E.
Kuhl Woodcock

Craigieburn.
Bevington, F. Mullins, Lieut.
Caldwell, Mr. Col. & Mrs. A.
Caldwell, Miss J. R. G. A.
Carpenter, Mr. Morley, Miss
and Mrs. Nation, W.
Cornell, W. A. Ram, E. A.
Haselfoot, Lt. Galbraith, V.
& Mrs. M.
Kydd, Mr. and Smith, Mrs. G.
Mrs. Smith, E. G.
Morley, Mrs. Wood, E. M.



**Afridol-
Soap**
Prevents
and cures
Prickly Heat

Consignees

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

S.S. "BENMOER."

CONSIGNEES of Cargo are hereby
informed that all goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and
Godown Co., Ltd., whence and/or from
the wharves delivery may be obtained.
No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
24th inst., will be subject to rent.
All Claims against the Steamer must
be presented to the Undersigned on or
before the 8th prox., or they will not
be recognized.
All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
24th inst. at 11 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned
by
GIBB, LIVINGSTON & CO.
Agents.
Hongkong, 22nd April, 1913. [323]

TOYO KISEN KAISHA.

THE Steamship

"SHINYO MARU."

FROM SAN FRANCISCO, via
HONOLULU, AND JAPAN

PORTS AND MANILA.

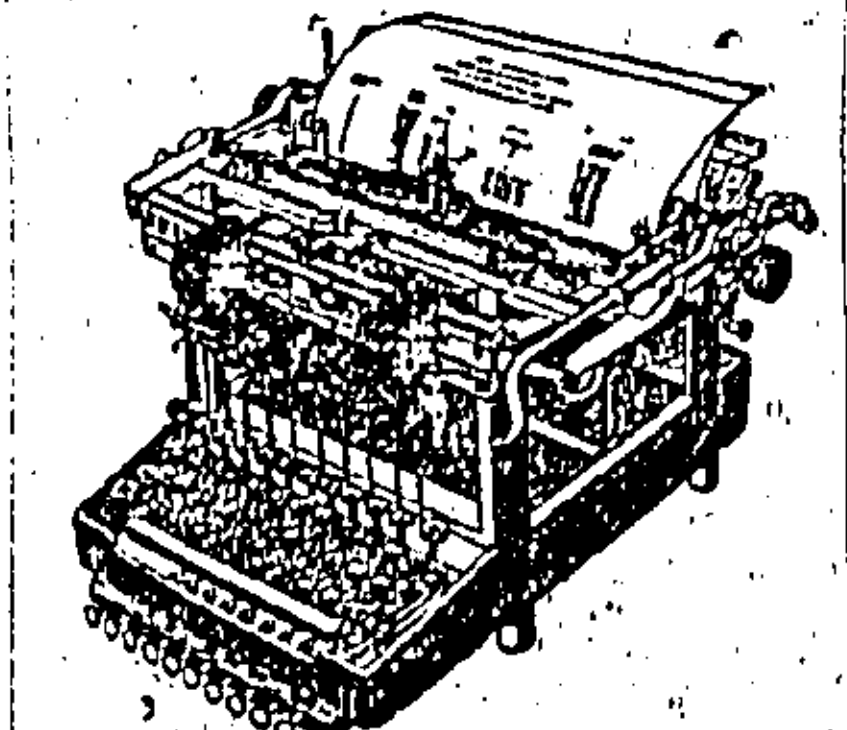
The above-named Steamer having
arrived, Consignees of Cargo are hereby
notified to send in their Bills of lading
for countersignature, and to take imme-
diate delivery of Cargo from alongside.
Cargo remaining undelivered on 25th
April at noon will be landed at Con-
signee's risk and expense and delivery
must then be taken from the Company's
Godown.
No Fire Insurance whatever will be
effected.
No claim will be recognised after the
Goods have left the Godown, and all
Goods remaining undelivered on April
28th inst. 5 p.m. afternoon, will be
subject to rent and landing charges.
All chafed and otherwise damaged
Cargo to be left in godown, and examina-
tion of same to be held on 8th April
1913, at 8 p.m.
All Claims must be filed on or before
6th May, otherwise they will not be
recognized.
S. MORIMOTO,
Agent.
Hongkong 22nd April, 1913. [326]

To Sail

FOR SHANGHAI KOBE
AND MOJI.

THE Steamship

"THONGWA."
Capt. D. M. Robins, will be despatched
for the above ports on THURSDAY,
the 1st May, at noon.
The Steamer has superior accom-
modation for passengers, is installed
throughout with Electric Light and
carries a duly certified doctor.
Return Tickets to Japan (covering
20 days)
The Steamers leave about every 3
weeks for Shanghai and Kobe (Inland
Sea), returning via Moji, providing a
lay of 5 to 6 days in Japan.
Return tickets are available by the
Indo-China Steam Navigation Co.'s
Steamers. Fare for round trip \$120.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
Agents.
Hongkong, 24th April, 1913. [330]

Notices
THE
REMINGTON
TYPEWRITER !!

The Man who makes any other
Typewriter always PRETENDS to
make it as good as the REMING-
TON.

The man who buy any other
Typewriter always hopes it will
be as good as the REMINGTON.
The man who uses any other
Typewriter WISHES it were as
good of the REMINGTON.

SIEMSEN & CO.

Sole Agents for
HONGKONG, CANTON,
SOUTH CHINA and FORMOSA.

PARIS TOILET.

Ladies' and Gentlemen's
HAIR DRESSING SALOON.
Largest and Best in the East.
Only Manufacturers of
THE FAMOUS
BEVES DES ALPES.
The Hair Wash of the Age
Quart Road 18.

Notices

PEAK TRAMWAYS CO.
LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m. " 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.00 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.10 p.m. " 10 min.
NIGHT CARS.
8.50 p.m. and 9 p.m., 9.30 p.m. to
11.01 p.m., etc. half hour.
11.00 p.m. to 11.45 p.m.
every quarter of an hour.
SUNDAYS.
8.00 a.m. to 10.50 a.m. every 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 6.00 p.m. " 15 min.
6.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.10 p.m. " 10 min.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra Cars at 12 midnight.
SPECIAL CARS.
By Arrangement at the Company's
Office, Alexandra Buildings,
Des Voeux Road.

GLYCOGEN TREATMENT
GIVES MEN
ABILITY STRENGTH VITALITY
Immediate Results. Guaranteed Harm-
less. Valuable in all cases of Atrophy,
Wasting and other forms of Nervous
Debility, as it restores, develops and
strengthens by the outward application
of an invigorating salve (Glyco-Flum) with
the aid of our celebrated Glycogen Waters
(patented). Either preparation is \$1.00
each—large box. Three boxes \$2.00 each.
One application alone proves our state-
ment in every case.
E. Q. GLYCO SALES CO.
Lynchburg, N. Y. (U.S.A.)

Fight For A Derelict.
Crossing the North Sea on the
way from Hamburg to Leith, the
steamship Coblenz found a der-
elict steel barque in a very bat-
tered condition, and despite a
heavy sea determined attempts
were made to save her. She
proved to be the French barque
Marie, 1,958 tons net, the crew
of which had previously been
landed at Grimsby. Men from
the Coblenz climbed aboard the
derelict, a hawser was passed be-
tween the two vessels and the
steamship took the barque in tow.
When the hawser snapped the
sailors made another attempt
with a second hawser. After
much careful handling it looked
as if the prize was to be gained,
but the barque would not answer
her helm in the rough sea, and
the second hawser snapped. As
there was no heavier hawser
aboard, the derelict had to be left
to her fate.

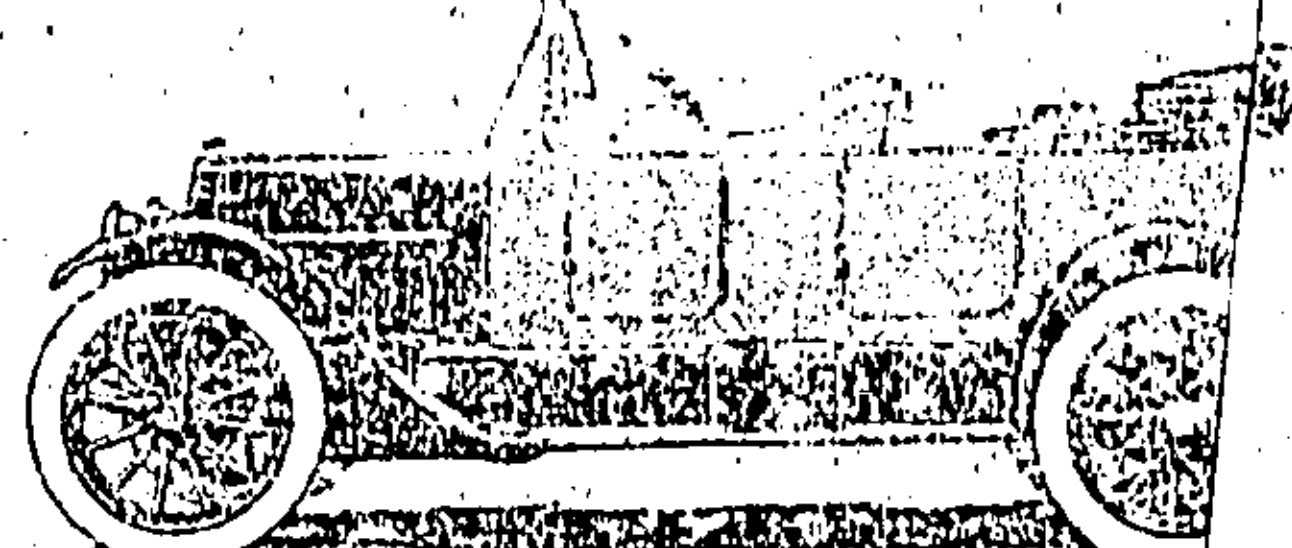
Notices



TO GOLFERS
AND OTHERS

SMOKE EMBASSY
CIGARETTES AND TOBACO

THEY
BEAT
EVERY-
THING



Studebaker

LAW & SONS.

No. 3 Duddell Street.

The Gas Accumulao,
Ltd. of the United Im.

LIGHT HOUSES, BUOYS, BEACONS, RAIL,
AND ALL INSTALLATIONS FOR HOUSE
CRAFT ARE FURNISHED

US!

ALSO DISSOLVED ACETYLENE GAS AND
LIGHTING PURPOSES.
For Prices and Particulars Apply to
ARTHUR NILS O.,
ork Buildings. Gen. Agents For

SENNET FR
JEWELLERS, DIAMOND T
AND WATCHMAK
HALL MARKED SILVER AND FA
Hongkong Hotel Buildings. 634

JUST ARRIVE
Large Consignment Best Turkish
M. C. C.
In Tins of 100, 50 and
Cork Tipped, Gold Tipped
TURCO-EGYPTIAN
TOBACRE.

G. W. RAMCHAND
IRECT IMPORTERS OF SILKS, GEN.
PONGEE SILK, CREPE DE CHINES.
Old Post Office Building. Opt.

CAMPBELL, MOORE
THE BEST BARBER SHOP IN THE
PODISCHIOTS, MANICURES AND
LADIES' HEBERS.
HONGKONG HOTEL BUILDING

D. CHELLAR
THE BEST SILK S
EMBROIDERIES, MALTESE ARE
CHINESE LACES.

FILIPINO BARBER P.
THE BEST IN THE CO
Come to us for AMERICAN Electge!
TRY OUR NEW SHAMPOOING AND HESING.
31, Des Voeux Road.

HILL BERGDAHL &
SOLE Manufacturers of AQUA HILL
BEST purveyors of Zoedone, Oinger Beer, all Asters,
and Cordials.
4, CROSS LANE.
Telephone 718, For Price Lists and Order

A Curious Charge.
A Chinese has been remanded
at the Singapore police court on
a charge of causing death by a
rash act. The accused was quar-
relling with another man and, in
the heat of the moment, threw a
stone at him. His aim was bad
and the stone went through a
window in a neighbouring house
and knocked over a lamp. Flames
quickly spread through the room
and a Chinese woman, who was
badly burnt that she died in the
hospital.

A Strike
says the "Star"
the 19th:—The Ek
last night bore ex-
semblance to a lady
engineers of all the
ship Company's
having brought
effects ashore pri-
of the dispute be-
pany and them-
ing of represen-
sides, however
amicably arran-
be strikers rot
with all their

COMMERCIAL.

SHARE REPORT.

Messrs. Wright and Hornby in their weekly share report, dated April 26, state:—

Our local market has been quite active throughout the period under review, and closes firm with a good general enquiry.

Para Rubber is quoted from London today at 3.5 per lb. with the share market quiet.

Bar Silver is 27.13-16 per oz. for ready and 28 per oz. for forward delivery quiet.

Exchange in London opened this morning at 111.7-8 T.T. Hongkong and Shanghai Banks have ruled quiet and close with sellers at \$805. London quotes \$81/10- middle.

Marine Insurance—Unions have sold at \$795, Cantsins at \$300, \$305 and \$210, closing with buyers at the latter figure. North China are in demand in the North at \$136 and Yangtze at \$186 Ex. 73.

Fire Insurance—China Fires are offering at \$149 and Hongkong Fires at \$350 after sales at the late.

Shipping—Steamboats have changed lands at 27½ and 27½, closing quiet at the late figure. China & Manila could probably be placed at 8.1-2. Douglas are in demand at \$42, and Indo China at \$95 with sellers asking 95.1-2. London quotes \$9 middle. Shell Transports are wanted at 115.6.

Refineries—China Sugars have buyers at \$105, and Luzon sellers at \$33.

Mining—Ranba are firm with buyers at 3.60. Tronohs are quoted from London at 77.9 middle. Langkats are firmer with buyers offering 71.6.

Docks, Wharves and Godowns.—Hongkong Docks are in demand at \$71. Kowloon, Wharves at \$78, New Amoy Docks at \$8, Shanghai Docks at \$11. 61 and Hongkong Wharves at \$10.8.

Lands Hotels and Buildings.—Hongkong Lands have sold at \$110 and more shares could be placed at this figure. Kowloon Lands have buyers at \$37. West Points at \$62, Hongkong Hotels at \$115½, and \$76, Humphreys Estates at \$1, and Shanghai Lands at \$92.

Cotton Mills.—Hongkong Cottons have sellers at \$10. We have received the following quotations by cable this morning from Shanghai:—Ewo's 130 buyers, Laou Kung Mow 109 nominal, Kung Yik 114 sellers.

Miscellaneous.—Hongkong Electric have buyers at \$33. Cements at 4.00, Watsons at \$8.60, Electric Trams at 7.3, China Borneos at 93, William Powells at \$93 and Hongkong Steam Fisheries at \$1.00. There are sellers of Union Waterboats at \$17, China Light and Powers at \$3, China Providents at \$81, Icos at \$150 and Peak Trams at \$11½ and \$100.

Quotations received by cable from London to-day:—
Banks \$81/10- Middle
Indos 29½
Shells 110½
H.K. Electric 7/3
Trams 7/3
Tronohs 77½
Ural
Caspian 47½
Mexican Eagles 39½
United Serdang 11½

Public Auction.

G. 1112 R.
PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 28th day of April, 1913, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Tai Ping Shan in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements (Approximate)	Cont. in Acres	Annual Rent	Upset Price
1	Upper Shau Shan, Tai Ping Shan	N.E. 100 ft. S.E. 100 ft. W. 100 ft. N. 100 ft.	1.00	75	11,500

No. of Sale	Locality	Boundary Measurements (Approximate)	Cont. in Acres	Annual Rent	Upset Price
2	Lower Shau Shan, Tai Ping Shan	N.E. 100 ft. S.E. 100 ft. W. 100 ft. N. 100 ft.	1.00	75	11,500

Entertainments

THE EDISON KINETOPHONE.

MARVEL OF THE AGE!!!

Sound and action combined in The MOST Delightful way.

You not only SEE but HEAR!!

If you wish to satisfy yourselves,—and we advise you to do so,—apply to

ROBINSON & CO.,

DES VIEUX ROAD.

FOR INFORMATION.

BIJOU.

PROGRAMME.

Grand American Drama.

THE ROSE OF KENTUCKY.

The Sense of Smell (Comic)

Looking for a Job

The Bobbie & The Bow-Bow (Comic)

Inquil Five William

THE SCOTTISH HIGHLANDS (Scene)

NEWS OF THE DAY.

Miss VIOLET BONETTA (Popular Sourette)

Friday, May and

Complimentary Benefit

To

Mr. R. H. STEPHENSON (Special Programme).

7.15 PICTURES ONLY 7.15

VICTORIA THEATRE.

FRIDAY, 25th inst.

The Grand Drama 3000 ft. long.

"The WOMAN OF STONE."

Saturday, 26th inst.

Shakespeare's Great Work.

2000 ft. "TEMPEST"

Sunday, 27th.

Matinee 6 p.m.

The Woman of Stone (3000 ft.)

Dramatic Grand Film.

NOTICE.

From Saturday 3rd of May 1913.

the MATINEES will Commence

ON

WEDNESDAY & HOLIDAYS.

5.30 p.m.

SATURDAYS 5.30 p.m.

SUNDAYS 6 p.m.

Notices

KELLY & WALSH, LTD.

SIXPENNY NOVELS.

30 cents each, 4 for \$1.00

The Adventures of Monsieur

d'Haricot, Storor Clouston.

Young Mrs. Jardine, Mrs. Craik.

As he was born, Tom Gallon

The Unspoken Word.

Morice Gerard

Money, Marie Connor Leighton

The Silent House, Louis Tracy

Lady Jim of Curzon Street,

Fergus Hume.

Catherine's Child.

Mrs. Henry de la Pasture.

The Mystery of the Ravenspurs.

Fred M. White.

The Sin of Alison Dering.

L. G. Moberly

The Gifts of Civilization.

Dean Church

ITALIAN CONVENT.

The Superior of the Italian

Convent begs to renew her

appeal to the ladies and gentle-

men of Hongkong for the usual

gifts of cast-off garments and

worn out clothes to the Convent.

Of late, there has been an ap-

preciable falling-off in the period-

ical collections of old and second-

hand materials received at the

Convent. The Superior feels

confident that she has but to

urge the pressing and daily in-

creasing needs of the Convent in

its provision for the poor, to re-

ceive benevolent responses from

local residents.

The change of season calls for

change of garments for the

orphan children. If residents

will kindly realize the great help

they can render by sending such

of their dress materials as are no

longer any use to them, the little

children will be suitable provided

with clothes they are so much in

need of.

ITALIAN CONVENT.

Hongkong, 18th April, 1913. [820]

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese

graduate varied in literature,

has been a teacher to European

officials and merchants in this Colony

for over ten years.

He has a good method of training

Europeans to pass in the Chinese ex-

amination, and is possessed of a first

rate certificate as a Chinese teacher.

He has also a good knowledge of

Mandarin and Hakka.

Those who intend learning the Chi-

nese language are requested to write

of "Hongkong Telegraph" office or

direct to 87 Hollywood Road, 114 Room.

Hongkong, 20th Jan, 1913. [145]

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York.

London Office—30, Ditchgate, E.C.

BRANCHES:

Bombay, Calcutta, Cebu, Hankow, Hongkong, Kobe, Manila, Mexico, Peking, San Francisco, Shanghai, Yokohama.

Capital and Reserve—\$100,000,000 (Gold).

EVERY DESCRIPTION OF BANKING BUSINESS

TRANSACTED.

CURRENT ACCOUNTS opened on the usual

terms.

DEPOSITS RECEIVED, and for one year at

4½ per annum, or for shorter periods, at rates which

may be ascertained on application.

BILLS NEGOTIATED and COLLECTED.

MAILS AND TELEGRAPHIC REMITTANCES

made.

LETTERS OF CREDIT and DRAFTS granted

on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF

CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT

issued.

BUTCHERS and SALKS of Stocks and Shares

effected.

TRAVELLERS CHECKS sold and cashed.

GEORGE HOGG,

Manager.

9, Queen's Road, Hongkong.

Hongkong, 11 Nov. 1912 1912

THE

YOKOHAMA SPECIE BANK,

LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 18,200,000

Head Office.—YOKOHAMA.

Branches

Antung-Hsien, Nagasaki

Bombay, Newchwang

Calcutta, New York

Changchun, Osaka

Dairen, Peking

Fengtien, Ryoian Port

Harbin, (Arthur)

Hankow, San Francisco

Honolulu, Shanghai

Kobe, Tientsin

Liao-Yang, Tokyo

London, Los Angeles

Lyons

Interest Allowed on Current

Account.

Deposits received for fixed

periods at rates to be obtained on

application.

EISHI ONO,

Manager.

Hongkong, 31st Mar. 1913. [118]

THE CHARTERED BANK OF

INDIA, AUSTRALIA AND

CHINA.

Incorporated by Royal

Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund " 1,700,000

Proprietors £1,200,000

FOREIGN EXCHANGE and

General Banking business trans-

acted.

CURRENT ACCOUNTS open-

ed and FIXED DEPOSITS re-

ceived for 1 year or shorter periods

at rates which will be quoted on

application.

A. S. HEWETT,

Acting Manager.

Hongkong, 11th April, 1912. [22]

Notices

THE CHINA PROVIDENT

LOAN AND MORTGAGE

CO., LTD.

(Capital Paid up...£1,250,000.)

Loans on Mortgage of House Pro-

perty, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident

System.

(Rates and Particulars on ap-

plication.)

The Office of

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.

General Managers.

Hongkong, 11th March, 1903 32

THE FAMILIE IN CHINA.

EIGHT FAMILES, in which the

area of 30,000 square miles.

TWENTY and a half millions of people

living in the same

PLEASE SEND TO B. CONTRI-

BUTION TO-LAY.

IT WILL HELP TO SAVE LIFE.

Treasurer H. O. G. T. L. A. D. D. D.

Manager, 1, Staradon, Ban, 100, D.

position St. 100.

HONGKONG, 24th January 1913. [1-27]

GREEN ISLAND CEMENT

COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & Co.

General Managers.

Hongkong, 16th August, 1901 13

If you happen to be late your

meals will be Courteously &

Promptly served just the Same.

Only at The ALEXANDRA

CAFÉ.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000

RESERVE FUNDS:

Sterling £1,500,000 at 2/-

\$15,000,000

Silver 17,200,000

\$32,200,000

Reserve Liability of

Proprietors \$15,000,000

COURT OF DIRECTORS.

Hon. Mr. C. H. Ross—Chairman

S. H. Dodwell, Esq.—Deputy

Chairman.

G. Friesland, Esq.

C. S. Gubbay, Esq.

P. H. Holyoak, Esq.

G. H. Laurenz, Esq.

F. Lieb, Esq.

W. L. Pattenden, Esq.

J. A. Plummer, Esq.

Hon. Mr. E. Stollm.

H. A. Siebs, Esq.

CHIEF MANAGER:

Hongkong—N. J. Stabb.

MANAGER.

Shanghai—A. G. Stephen.

London Bankers—London

County and Westminster

Limited.

Hongkong—Interest Allowed.

On Current Account at the rate

of 2 per cent. per Annum on the

daily balance.

ON FIXED DEPOSITS

For

THE DIESEL ENGINE.

(Continued from Page 5).

the fuel in the cylinder. Originally there were other conditions stated, which have been relinquished and a cycle proposed embodying the Carnot cycle with the practical difficulties connected with pressures of 3,800 lbs. sq. in. was also abandoned. The present day Diesel Cycle, experimented with in 1897, was successful, and the present design has grown up on that one successful set of trials, repeated often on engines of similar design after many difficulties in the matter of practical construction. Dr. Diesel has recently found it necessary to point out that auto-ignition was not the object aimed at in his engine, which was to reach a process in which the heat was utilised to the highest possible extent, and auto-ignition became embodied in the process.

We will now consider the engine itself. Its principle of working is generally known. It is made in three forms. As a four stroke cycle single acting engine, a two stroke cycle single acting and a two stroke cycle double acting engine. An essential feature of these engines is that they, besides their own cylinders and pistons, an auxiliary air compressor, capable of producing a pressure of about 700 lbs. sq. in. In the four stroke cycle, the engine contains a fuel valve, a compressed air valve, and one or more exhaust valves. All these valves are actuated, i.e., opened, by means of cams fixed to a cam shaft and are kept closed by powerful springs when the cams are out of action. 2. The cam shaft is driven by a two to one gear, i.e., makes one revolution for two of the engine. Generally speaking the admission valve is open during one down stroke, and exhaust valve during one whole up stroke, but actually a little lead is given. The cam for the fuel valve and compressed air valve are so arranged that only one can be in operation at a time, so that when one is in use the other is inoperative. In ordinary running the fuel valve is opened at the proper time when the piston is at the top of its travel, and is closed again when about 1-10th of the stroke downward has been made. The compressed air valve is only used for starting purposes, and is kept open for a half more of the stroke, its range of opening being made to depend on the number of cylinders used so that when these valves are in gear there is no position of the engine in which there is not at least one of them open. In starting the engine these valves are put into gear and the fuel valves are consequently put out of action. When the engine has made one or more complete cycles, the compressed air valves are put out of gear, the fuel valves commence their work and the engine continues its motion working under fuel condition.

Cylinders, pistons, oil fuel pumps, air compressors and fuel were other headings in the paper. In the discussion which followed, Professor Smith thanked Eng. Commander Rooms for the very interesting lecture he had given, and recalled other occasions when he had had the pleasure of hearing him speak on technical matters. During the reading of the paper, there was one thing that struck

him very much, and that was the great field open for the Diesel engine. They realised the extraordinary rapid strides which had been made in that direction when Commander Rooms told them that it was only during the last eight years that they had been used in His Majesty's Navy. The great problem which was facing them, was the problem of the displacement of coal by oil; it seemed absolutely inevitable that it would take place, but in what direction it was difficult to say. The speaker then, by means of a diagram, illustrated the principles upon which was based the Humphreys Pump, which is being used to pump water into the new reservoirs at Chingford. He described it as a gigantic U-tube with a piston rod composed of water.

Mr. Robertson said he thought he was the first to put up a Diesel engine in South China. In doing so he had misfortune enough to break a very necessary part, and it was thought a new casting would have to be brought from Switzerland, but he gave a Chinese moulder the chance, and on being put in the lathe it was found to be without a pin's head of fault. He mentioned this as an instance of what good work the Chinese were capable of.

Mr. Richards claimed to have no experience of oil fuel but he knew the price of oil was prohibitive at present; in fact he thought it was about twice as much as that of coal. He summed up the whole matter by saying it was wholly a matter of cost.

Mr. Watson, of the Asiatic Petroleum Co., at the invitation of the Chairman, pointed out that comparing five tons of oil with a similar amount of coal, there was a saving of \$15. He also urged that there were savings in space, in bunker area, and in engine room staff.

Mr. Elliott said that, while he was not absolutely opposed to the Diesel engine, he had some criticism to offer. He pointed out that in the Selandia there were 16 cylinders to develop 2500 H.P., and on that basis, they would want about 180 cylinders in a ship of 30,000 H.P. He doubted whether there would be much saving. It is true they would be able to do without firemen, but in place of them they would require a staff of trained men: men who could think and act quickly. Besides, he doubted whether the staff that could run the engines at sea would be sufficient to overhaul them during the short time they would be in port.

Eng. Commander Rooms having briefly replied to the points raised, the discussion was adjourned until a later date which will be duly announced.

A GOOD REASON.

A man who was charged before Mr. C. D. Melbourne, at the Police Court, this morning, with being in unlawful possession of a pistol magazine, said he had the magazine tied to his wrist because if it was seen by the Customs officers in Canton, he would be fined and the article forfeited. He found that the same applied here when his Worship fined him \$25 and forfeited the magazine.

Hongkong Christian Union. The Rev. N. O. Pope will conduct the meeting of the Hongkong Christian Union at St. Paul's College on Monday next at 5.30 p.m.

The Sovereign Drink of Health.

Its purity, its delicate, rich and delicious flavour and its delightful aroma have attracted the attention of those who like our

LOTUS BRAND

MOKHA COFFEE.

OBTAINABLE EVERYWHERE.



AN IDEAL COFFEE.

H. RUTTONJEE & SON. WINE & PROVISION MERCHANT

POST OFFICE.

MAILS ARRIVED TO-DAY.

Rangoon, s.s. Samsen.
Bangkok, s.s. Rajah.
Japan, s.s. Ischia.
Shanghai, s.s. Rheusus.
Swatow, s.s. Mathilde.

MAILS VIA SIBERIA.

Left London April 2
Left Shanghai April 19
Left April 3 April 21

MAILS CLOSE.

Swatow—Per Haimun, 27th April, 9 a.m.
Swatow, Amoy and Foochow via Tamsui—Per Daijin-maru, 27th April, 9 a.m.
Hohow and Tourn—Per Mathilde, 27th April, 9 a.m.

Swatow—Per Chowat, 28th April, 9 a.m.
Straits and India via Bombay—Per Ischia, 28th April, 11 a.m.
Straits, Corbin and India via Bombay—Per Kawachi-maru, 28th April, 11 a.m.

Swatow and Siam—Per Pong-tong, 28th April, 11 a.m.
Macao—Per Sui Tai, 28th April, 1:15 p.m.
Shanghai and North China—Per Bohemia, 28th April, 5 p.m.

Pakhoi, Haiphong, and Saigon—Per Kaifong, 29th April, 8 a.m.

Philippine Islands, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples—Per Luetzow, 29th April, 9 a.m.

Swatow, Amoy and Foochow—Per Haiyang, 29th April, 10 a.m.
Swatow and North China—Per Hangsang, 29th April, 10 a.m.

Shanghai, North China, Japan via Nagasaki, Honolulu Canada, United States South America and San Francisco (Europe via Siberia)—Per Shinyo-maru, 29th April, 11 a.m.

Kudat and Sandakan—Per Borneo, 29th April, 1 p.m.
Macao—Per Sui Tai, 29th April, 1:15 p.m.

Philippine Islands—Per Chinghua, 29th April, 3 p.m.
Swatow, Amoy and Formosa via Anping—Per Soshu-maru, 29th April, 5 p.m.

Swatow—Per Haimun, 30th April, 10 a.m.
Shanghai, North China and Japan via Nagasaki, Victoria and Tacoma—Per Mexico-maru, 30th April, 11 a.m.

Straits and India via Calcutta—Per Laisang, 30th April, 1 p.m.
Macao—Per Sui Tai, 30th April, 1:15 p.m.

Shanghai, North China and Japan via Kobe—Per Thongwa, 1st May, 11 a.m.

Philippine Islands, Timor, Australia, Tasmania, New Zealand via Port Darwin—Per Eastern, 1st May, 11 a.m.

Shanghai and North China—Per Anhui, 1st May, 3 p.m.
Swatow, Weihaiwei and Tientsin—Per Huichow, 1st May, 3 p.m.

Swatow, Amoy and Foochow—Per Haimun, 2nd May, 10 a.m.

Philippine Islands—Per Yuen-sang, 3rd May, 1 p.m.

Shanghai and North China (Europe via Siberia)—Per Chenan, 3rd May, 5 p.m.

Swatow, Amoy and Foochow—Per Haimun, 6th May, 10 a.m.

Saloon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon. Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per Amazon, 6th May, 11 a.m.

Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin—Per Taiyuan, 10th May, 10 a.m.

Philippine Islands, Angaur, Yap, Maroni, Fred, Wilhelmshafen, Rabaul, Herbertshoe, Matupi, Australia, Tasmania and New Zealand via Brisbane—Per Prinz Sigismund, 17th May, 8 a.m.

SHIPPING NEWS.

ARRIVED.

Soshu Maru, Jap. s.s., 1,119, K. Tashido, 25th April—Swatow 24th April, Gen.—O. S. K.

Signal, Ger. s.s., 907, Christiansen, 25th April—Saigon 21st April, Rice—J. & Co.

Ischia, Itl. s.s., 2,481, Belaito, 25th April—Kobe 18th April, Gen.—C. & Co.

Samsen, Ger. s.s., 998, Petersen, 26th April—Bangkok 19th April, Rice—B. & S.

Rajah, Ger. s.s., 2,028, Raslopy, 26th April—Bangkok 19th April, Rice—B. & S.

Linan, Br. s.s., 1,356, Williams, 26th April—Canton 25th April, Gen.—B. & S.

Holena, Ger. s.s., 771, Jassen, 25th April—Swatow 24th April, Gen.—J. & Co.

Chihli, Br. s.s., 1,158, McGarity, 26th April—Newchwang via Dalny and W. Hailwei 20th April, Gen.—B. & S.

Rheusus, Br. s.s., 6,704, Paddle, 26th April—Shanghai 23rd April, Gen.—B. & S.

CLEARANCES AT THE HARBOUR OFFICE.

April 25.
Hokuto-maru, for Moji.
Haitan, for Foochow.
Quarta, for Saigon.
Devanha, for Bombay.
Palawan, for Yokohama.
Tjikini, for Milke.
Tjilwong, for Batavia.
Helen, for Quinhon.

April 26.
Kawachi-maru, for Bombay.
Anghin, for Haiphong.
American, for K. C. Wan.
Senegambia, for Antwerp.
Haimun, for Swatow.
Emp. of Japan, for Victoria.
Namsang, for Kobe.
Loongang, for Manila.
Zafiro, for Iloilo.
Dagoy, for Canton.
Triumph, for Haiphong.
Linan, for Shanghai.
Daijin-maru, for Tamsui.

DEPARTED.

April 26.
Hokuto-maru, for Moji.
Demodocus, for Yokohama.
Idomenes, for Dalny.
Kawachi-maru, for Bombay.
Shinyo-maru, for Kobe.
Soshu-maru, for Canton.
Tjilwong, for Kobe.
Tjilwong, for Shanghai.
Senegambia, for Singapore.
Devanha, for Straits.
Emp. of Japan, for Vancouver.
Zafiro, for Philippine Islands.
Namsang, for Kobe.
Loongang, for Philippine Is.

Tjikini, for Sourabaya.
Tjilwong, for Batavia.
Anghin, for Haiphong.

PASSENGERS ARRIVED.

Per s.s. Rheusus, arrived 26th inst., from Shanghai: Thomas.

PASSENGERS DEPARTED.

Per s.s. Devanha, sailed on 26th inst., for Singapore, &c.: Brooks, Mrs. F. Hume, Mr. and Mrs. H. T.

Brown, Mr. and Mrs. J. Hong Ching Lam Shin.
Cubey, Mr. and Mrs. E. B. Long Wa.
Chan Chun Loong Shau.
Colleyshaw, E. Loong Hoi.
Clarke, Capt. R. Lewis, Lieut F. E. B.

Cranston, J. W. Prior, Mr. and Mrs. C. H. Blyler, R. S. Taylor, Lieut F. H.

Duffy, Mr. and Mrs. T. J. Vamous.
Eustace, B. Welman, Lieut G. M.
Gregory, W. B. Wasson, Rev. J. Goldsmith, Mr. Wong Lai.
Gaucon, N. Wong Sau.
Gaucon, V. N. Wong Chung.
Gaucon, S. N. Young Shu.

Hiraji, J.

SHIPS PASSED THE CANAL.

London, 1st April.
Arrivals from China: Goldenfels, Machaon.
The following vessels have passed the Canal: Bellerophon, Alasia, Bendoran, Somali, Demodocus.

London, 4th April.
Arrivals from China: Achilles, Atanta Maru, Sardinia.
The following vessels have passed the Canal: Bohemia, Ping-Suey, Sumatra, Yunnan, Indrahna, Paul Lecat.

London, 8th April.
Arrivals from China: Paul Lecat.
The following vessels have passed the Canal: Benedic, Cathan, Sicilia, Teucer, Africa, Preussey.

Oyster, Fresh, Fried or Stewed.
Fishes: Haddock, Clippers &c.
ALEXANDER GARY.

WEATHER REPORT.

On the 26th at 10.51.—Pressure has increased in all districts except from central Japan to the Borneo where it has decreased slightly. It is now highest over S. Manchuria.

Gradients are everywhere slight. The depressions over Indo-China and the Yangtze Valley appear to be filled up.

Moderate E. winds are indicated over the northern portion of the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast. E. winds, light to moderate; fair.

1 Hongkong and Neighbourhood. N.E. winds, fresh.

2 Formosa Channel. The same as No. 1.

3 South coast of China between H.K. and Lamooks. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Registrar, 26th April, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force.

Westoak 7a 30.04 43 50 — 0 0
Nemuro 6a 29.91 — — — — 2
Hakodate 29.99 — — — — 1
Tokio 29.99 — — — — 0
Kochi 29.99 — — — — 0
Nagasaki 29.95 — — — — 1
Kishima 30.00 — — — — 2
Oshima 30.04 — — — — 0
Naha 30.03 — — — — 0
Ishijima 29.99 — — — — 4
Bonin Is. 30.02 — — — — 0
Chefoo 29.99 48 71 n 2 c
Whaiwei 29.99 48 71 n 2 c
Hankow 29.99 — — — — 2
Iohang 29.99 — — — — 2
Kiukiang 29.97 64 — — 1 od
Shanghai 29.87 64 — — 1 od
Gutzlaff 29.85 53 — — 1 om
Sharp P. 7a 29.93 72 — — 0 c
Amoy 29.95 73 95 — — 0 dh
Swatow 29.94 76 95 s 1 c
Taihoku 29.93 — — — — 2
Taichu 29.93 — — — — 0
Tainan 29.92 — — — — 0
Koshun 29.92 — — — — 4
P'dores 29.92 — — — — 4
Canton 29.92 — — — — 4
H'kong 6a 29.88 76 92 e 1 b
Gap Rock 29.85 — — — — 3 c
Macao 29.85 75 — — 2 cf
Wuchow 29.85 — — — — 2
Pakhoi 29.85 — — — — 2
Hohow 29.85 — — — — 2
Phu Lien 6a 29.80 75 — — 3 c
Touane 29.77 75 — — 2 f
C. St. J. 29.80 81 — — 5 o
Aparri 29.91 75 — — 1 b
Manila 29.83 72 — — 0 b
Legaspi 29.87 83 — — 1 c
Hiloilo 29.87 83 — — 2 b
Bacolod 29.90 86 — — 2 c
Cebu 29.90 86 — — 1 c
Labuan 29.93 82 — — 1 c

T. F. Claxton, Director, Hongkong Observatory, Apr. 26. 1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous Day On Date On Date
Barometer 29.78 29.80 29.82
Temperature 83 78 81
Humidity 69 84 80
Wind Direction S S S
Force 2 1 1
Weather q o q
Rain 0 0 0
Highest open air Temperature on the 25th 83
H.K. Observatory, 25th April, 1913.

T. F. Claxton, Director.

TIDE TABLE.
21st April, to 27th April, 1913.

Printed and Published by the Proprietor, Dr. J. W. Noble, 11, Joss House Street, in the City of Victoria, Hongkong.

Mail Steamers

THE PENINSULAR AND ORIENTAL S. N. CO.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
SHANGHAI.....	DELTA Capt. E. P. Martin, R.N.R.	about 8th May	Freight & Passage
LONDON, via Usual Ports of Call.....	DEVANHA Capt. W. R. Hickey	To-day	Freight & Passage
LONDON & ANTWERP.....	NORE Capt. D. Asbury	10 a.m. 30th April	Freight & Passage
WERP v. Singapore, Penang, C'mbo, Port Said, & Marseilles.....	SUMATRA Capt. W. R. Le Marc, R.N.R.	about 3rd May	Freight & Passage
SHANGHAI, MOJI, KOBE & YOKOHAMA.....			

All the above steamers are fitted with Wireless Telegraphy. For Freight, or Passage apply to P. & O. S. N. Co.'s office, Hongkong, 24th April, 1913.

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINES

For	Steamers	To sail on
KOBE & YOKOHAMA	PRINZ SIGISMUND Capt. D. Lenz	about TUESDAY, 29th April, 10 a.m.
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	LUTZOW* Capt. J. Bortfeldt	TUESDAY, 29th April, 10 a.m.
SHANGHAI, TSINGTAU, NAGASAKI & KOBE	PRINZ LUDWIG Capt. F. Vinzer	about WEDNESDAY, 30th April, 10 a.m.
MANILA, ANGAUR, YAP, MARONN, SAMARAI, SYDNEY & MELBOURNE	PRINZ SIGISMUND Capt. D. Lenz	about SATURDAY, 17th May, at 9 a.m.
KUDAT & SANDAKAN	BORNHO Capt. F. Sembill	TUESDAY, 29th April

* Calling at Manila.

All the steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD MELCHERS & CO.

GENERAL AGENTS, HONGKONG and CHINA. Hongkong, 23rd April, 1913.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW RETURN. (Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
HAIVANG	A. E. Hodgins	SUNDAY, 20th April, at 11 a.m.
HAICHING	W. C. Passmore	FRIDAY, 2nd May, at 11 a.m.
HAITAN	J. S. Roach	TUESDAY, 6th May, at 11 a.m.
HAIMUN	J. W. Evans	WEDNESDAY, 30th April, at 11 a.m.

Steamers will arrive at, and depart from, the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to Douglas, Laprak & Co. General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia via Manila.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
EASTERN EMPIRE	6th April.	1st May.
ST. ALBANS	2nd May.	24th May.
	30th May.	21st June.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

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